

FEDERAL REGISTER

THE NATIONAL ARCHIVES
 OF THE UNITED STATES
 1934

VOLUME 29 NUMBER 216

Washington, Wednesday, November 4, 1964

Contents

THE PRESIDENT

PROCLAMATION

Immigration quota..... 14913

EXECUTIVE AGENCIES

AGRICULTURAL MARKETING SERVICE

Rules and Regulations

Oranges, grapefruit, tangerines, and tangelos grown in Florida; expenses and rate of assessment..... 14915

Potatoes, Irish, grown in certain counties in California and Oregon; approval of expenses and rate of assessment..... 14915

Proposed Rule Making

Milk handling:

Knoxville, Tennessee marketing area..... 14933

Tri-State marketing area..... 14933

Notices

Flint Hills Livestock Sales, Inc., et al.; deposting of stockyards.. 14941

Wentz Brothers Livestock Auction, et al.; proposed posting of stockyards..... 14941

AGRICULTURE DEPARTMENT

See Agricultural Marketing Service.

ALIEN PROPERTY OFFICE

Notices

Schouten, Jan Arnoldus; vested property, intention to return.... 14940

ATOMIC ENERGY COMMISSION

Notices

Babcock & Wilcox Co.; facility license amendment..... 14943

California Nuclear, Inc.; amendment of byproduct, source and special nuclear material license.. 14942

Pacific Gas and Electric Co.; amendment of provisional operating license..... 14943

Washington State University; facility license amendment..... 14942

CIVIL AERONAUTICS BOARD

Notices

Hearings, etc.:

Adria Airways..... 14948

American Airlines, Inc., et al.. 14949

Columbia and Jefferson City, Mo., area airline service airport investigation..... 14948

Reeve Aleutian Airways, Inc.... 14949

Transatlantic and transpacific priority service mail rate proceeding..... 14944

COAST GUARD

Notices

James River closed during launching of "Lewis and Clark" (SSB (N) 644) 14939

COMMERCE DEPARTMENT

See Maritime Administration.

CUSTOMS BUREAU

Rules and Regulations

Liability for duties, entry of imported merchandise; additional invoicing information..... 14921

Notices

American Zinc Company of Illinois; notice of qualification as citizen of United States..... 14939

EDUCATION OFFICE

Notices

Construction of noncommercial educational television broadcast facilities; applications for Federal financial assistance.... 14942

EMPLOYEES' COMPENSATION BUREAU

Rules and Regulations

Compensation for disability and death of non-citizens outside United States; criteria for payment of compensation..... 14921

FEDERAL AVIATION AGENCY

Rules and Regulations

Airworthiness directives; Lockheed Models 188A and 188C aircraft 14920

Alterations:

Control area extension..... 14916

Control zone (5 documents) 14916, 14917

Control zone and transition area 14918

Federal airway segments..... 14916

Transition area..... 14919

Alterations and designations:

Federal airways, transition area and reporting points..... 14918

Transition areas..... 14918

Control zone and transition area; alteration and revocation..... 14918

Intentional parachute jumping.. 14919

Pilots and flight instructors; written test passing grades for pilot certification..... 14915

Restricted area; redesignation... 14919

Proposed Rule Making

Alterations:

Control zone..... 14937

Control zone and transition area 14934

Jet route..... 14938

Control zone and transition area; alteration and designation (2 documents)..... 14933, 14936

Control zones, transition areas and control area extension; alteration, designation and revocation..... 14934

Designations:

Jet route..... 14938

Transition area..... 14937

Notices

Basset, Jerry, Inc.; petition for public hearing..... 14952

FEDERAL COMMUNICATIONS COMMISSION

Rules and Regulations

Public safety radio services; deletion of power and antenna height limitations..... 14931

Proposed Rule Making

Television station, Harrisburg, Pa.; table of assignments..... 14938

Notices

Hamilton, Charles L., Sr., et al.; applications designated for hearing..... 14953

(Continued on next page)

FEDERAL POWER COMMISSION**Notices***Hearings, etc.:*

Humble Oil & Refining Co., et al.....	14949
Jupiter Corp. and Tennessee Gas Transmission Co.....	14952
Whitehall Oil Co., Inc.....	14951

FISH AND WILDLIFE SERVICE**Rules and Regulations**

Noxubee National Wildlife Refuge, Mississippi; hunting.....	14931
--	-------

**GENERAL SERVICES
ADMINISTRATION****Rules and Regulations**

Contract appeals.....	14928
-----------------------	-------

**HEALTH, EDUCATION, AND
WELFARE DEPARTMENT**

See Education Office.

**HOUSING AND HOME
FINANCE AGENCY****Notices**

Acting Regional Administrator, Region I (New York); designa- tion.....	14953
--	-------

**INTERAGENCY TEXTILE
ADMINISTRATIVE COMMITTEE****Notices**

Cotton textile products manufac- tured in Pakistan; prohibition of entry or withdrawal from warehouse.....	14953
---	-------

INTERIOR DEPARTMENT

See also Fish and Wildlife Service.

Notices

Fort Smith National Historic Site, Arkansas; designation.....	14941
--	-------

INTERNAL REVENUE SERVICE**Rules and Regulations**

Income tax; current tax payments by corporations.....	14921
--	-------

**INTERSTATE COMMERCE
COMMISSION****Notices**

Fourth section applications for relief.....	14956
Lawrence, John V.; statement of changes in financial interests.....	14977
Motor carrier, broker, water car- rier, and freight forwarder applications.....	14959
Motor carriers: Alternate route deviation no- tices.....	14957
Applications and certain other proceedings (2 documents).....	14958, 14974
Intrastate applications.....	14972
Transfer proceedings.....	14972
Shortage of freight cars: Denver and Rio Grande West- ern Railroad Co.....	14972
Chesapeake and Ohio Railway Co.....	14973
Missouri Pacific Railroad Co.....	14974
Missouri Pacific Railroad Co., and Chicago, Burlington & Quincy Railroad Co.....	14973
Norfolk and Western Railway Co.....	14973
Reading Co. et al.....	14973

JUSTICE DEPARTMENT

See Alien Property Office.

LABOR DEPARTMENTSee Employees' Compensation
Bureau.**MARITIME ADMINISTRATION****Notices**

Alaska Steamship Co.; continu- ance of bareboat charters.....	14942
--	-------

POST OFFICE DEPARTMENT**Rules and Regulations**

International mail service; mis- cellaneous amendments.....	14928
--	-------

**SECURITIES AND EXCHANGE
COMMISSION****Notices***Hearings, etc.:*

Aetna Life Insurance Co. and Aetna Casualty and Surety Co.....	14954
Financial Federation, Inc.....	14956
Mississippi Power & Light Co.....	14955
Mountain Fuel Supply Co.....	14955

TARIFF COMMISSION**Notices**

Watches, and watch parts; re- port to the President.....	14956
---	-------

TREASURY DEPARTMENTSee also Coast Guard; Customs
Bureau; Internal Revenue
Service.**Notices**

4 percent Treasury Notes of Series D-1966, offering of notes.....	14939
--	-------

Codification Guide

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

3 CFR**PROCLAMATION:**

3298 (amended by Proc. 3626).....	14913
3626.....	14913

7 CFR

905.....	14915
947.....	14915
PROPOSED RULES:	
1005.....	14933
1101.....	14933

14 CFR

61 [New].....	14915
71 [New] (12 documents).....	14916-14919
73 [New].....	14919

105 [New].....	14919
----------------	-------

507.....	14920
----------	-------

PROPOSED RULES:

71 [New] (6 documents).....	14933, 14934, 14936, 14937
75 [New] (2 documents).....	14938

19 CFR

8.....	14921
--------	-------

20 CFR

25.....	14921
---------	-------

26 CFR

1.....	14921
--------	-------

39 CFR

112.....	14928
168.....	14928

41 CFR

5-60.....	14928
-----------	-------

47 CFR

89.....	14931
PROPOSED RULES:	
73.....	14938

50 CFR

32.....	14931
---------	-------

Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3626

IMMIGRATION QUOTA

By the President of the United States of America

A Proclamation

WHEREAS under the provisions of section 202(a) of the Immigration and Nationality Act, each independent country, self-governing dominion, mandated territory, and territory under the international trusteeship system of the United Nations, other than independent countries of North, Central, and South America, is entitled to be treated as a separate quota area when approved by the Secretary of State; and

WHEREAS under the provisions of section 201(b) of the Immigration and Nationality Act, the Secretary of State, the Secretary of Commerce, and the Attorney General, jointly, are required to determine the annual quota of any quota area established pursuant to the provisions of section 202(a) of the said Act, and to report to the President the quota of each quota area so determined; and

WHEREAS under the provisions of section 202(e) of the Immigration and Nationality Act, the Secretary of State, the Secretary of Commerce, and the Attorney General, jointly, are required to revise the quotas, whenever necessary, to provide for any political changes requiring a change in the list of quota areas; and

WHEREAS on July 6, 1964, the Nyasaland Protectorate, administered by the United Kingdom, became the independent state of Malawi; and

WHEREAS the Secretary of State, the Secretary of Commerce, and the Attorney General have jointly determined and reported to me the immigration quota hereinafter set forth:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, acting under and by virtue of the authority vested in me by the aforesaid Act of Congress, do hereby proclaim and make known that the annual immigration quota of the quota area hereinafter designated has been determined in accordance with the law to be, and shall be, as follows:

Quota Area	Quota
Malawi-----	100

The establishment of an immigration quota for any quota area is solely for the purpose of compliance with the pertinent provisions of the Immigration and Nationality Act and is not to be considered as having any significance extraneous to such purpose.

Proclamation No. 3298 of June 3, 1959, as amended, entitled "Immigration Quotas," is further amended by the addition of the quota for Malawi.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this thirty-first day of October in the year of our Lord nineteen hundred and sixty-four and
[SEAL] of the Independence of the United States of America the one hundred and eighty-ninth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 64-11330; Filed, Nov. 2, 1964; 4:27 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Determination Relative to Expenses and Fixing of Rate of Assessment for 1964-65 Fiscal Period

Notice was published in the October 17, 1964, issue of the *FEDERAL REGISTER* (29 F.R. 14367) that consideration was being given to proposals regarding the expenses and the fixing of the rate of assessment for the fiscal period ending July 31, 1965, under the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Growers Administrative Committee (established pursuant to the said marketing agreement and order) it is hereby found and determined that:

§ 905.203 Expenses and rate of assessment for the 1964-65 fiscal period.

(a) *Expenses.* The expenses necessary to be incurred by the Growers Administrative Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, for the maintenance and functioning, during the fiscal period beginning August 1, 1964, and ending July 31, 1965, both dates inclusive, of the Growers Administrative Committee and the Shippers Advisory Committee, established under the aforesaid amended marketing agreement and order, will amount to \$143,000.

(b) *Rate of assessment.* (1) The rate of assessment to be paid by each handler in accordance with the amended marketing agreement and order shall be six mills (\$0.006) per standard packed box of fruit shipped by such handler during the said fiscal period; and such rate of assessment is hereby approved as each handler's pro rata share of the aforementioned expenses.

(2) As used herein, the terms "standard packed box," "fiscal period," "handler," "shipped," and "fruit" shall have the same meaning as is given to each such term in said amended marketing agreement and order.

It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary

notice, and engage in public rule-making procedure, and good cause exists for not postponing the effective date hereof until 30 days after publication in the *FEDERAL REGISTER* (5 U.S.C. 1001-1011) in that (1) shipments of fresh fruit are now being made; (2) the relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be applicable to all assessable fruit from the beginning of such period; and (3) the current fiscal period began on August 1, 1964, and the rate of assessment herein fixed will automatically apply to all assessable fruit beginning with such date.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: October 30, 1964

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-11273; Filed, Nov. 3, 1964; 8:49 a.m.]

PART 947—IRISH POTATOES GROWN IN MODOC AND SISKIYOU COUNTIES IN CALIFORNIA AND IN ALL COUNTIES IN OREGON EXCEPT MALHEUR COUNTY

Approval of Expenses and Rate of Assessment

Notice of rule making regarding the proposed expenses and rate of assessment, to be effective under Marketing Agreement No. 114, as amended, and Order No. 947, as amended (7 CFR Part 947), regulating the handling of Irish potatoes grown in Modoc and Siskiyou Counties in California and all counties in Oregon, except Malheur County, was published in the October 13, 1964, *FEDERAL REGISTER* (29 F.R. 14077). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.). The notice afforded interested persons an opportunity to submit data, views, or arguments pertaining thereto not later than 10 days following publication in the *FEDERAL REGISTER*. None was filed.

After consideration of all relevant matters, including the proposals set forth in the aforesaid notice which were recommended by the Oregon-California Potato Committee, established pursuant to the said marketing agreement and order, it is hereby found and determined that:

§ 947.217 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred during the fiscal period beginning July 1, 1964, and ending June 30, 1965, by the Oregon-California Potato Committee for its

maintenance and functioning, and for such purposes as the Secretary determines to be appropriate, will amount to \$22,300.00.

(b) The rate of assessment to be paid by each handler in accordance with the Marketing Agreement and this part shall be four-tenths of one cent (\$0.004) per hundredweight of potatoes handled by him as the first handler thereof during said fiscal period.

(c) Terms used in this section have the same meaning as when used in the said marketing agreement and this part.

It is hereby found that good cause exists for not postponing the effective date of this section until 30 days after publication in the *FEDERAL REGISTER* (5 U.S.C. 1003) in that: (1) the relevant provisions of said marketing agreement and this part require that rates of assessment fixed for a particular fiscal period shall be applicable to all assessable potatoes from the beginning of such period, and (2) the current fiscal period began July 1, 1964, and the rate of assessment herein fixed will automatically apply to all assessable potatoes beginning with such date.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601 et seq.)

Dated: October 30, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division.

[F.R. Doc. 64-11274; Filed, Nov. 3, 1964; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER D—AIRMEN [NEW]

[Reg. Docket No. 6294; Amdt. 61-11]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS [NEW]

Written Test Passing Grades for Pilot Certification

The purpose of this amendment to Part 61 [New] of the Federal Aviation Regulations is to state in the regulations the Agency practice of requiring 70 percent as the passing grade for written tests given for pilot certification.

Parts 63 and 65 [New] of the Federal Aviation Regulations prescribe 70 percent as the minimum passing grade for a written test for other airman certification. However, Part 61—"Certification: Pilots and Flight Instructors [New]," does not have a minimum passing grade for written tests specifically stated, except in § 61.143 for the airline transport pilot written test.

The free balloon pilot written test, referred to in § 61.181(a)(5), requires the

applicant to answer 45 out of 50 questions within 1 hour. That test is the only true-false test used for airman testing. The validity and reliability of true-false testing are less than the multiple-choice type of testing. Therefore, the Agency has revised the free balloon pilot written test into a multiple-choice test so that it will be like the other airman written tests.

The Agency has long accepted the practice of requiring 70 percent as the minimum passing grade for pilot written tests. This amendment, therefore, merely states in the pilot regulations an accepted standard that has been in effect for many years. The amendment does not impose any additional burden on any person, and the Agency for good cause has found that compliance with the notice and public procedure provisions of the Administrative Procedure Act is unnecessary and impractical.

This amendment to § 61.19 states definitely that the minimum passing grade is 70 percent for all written tests for pilot certification. To avoid repetition, the lead-in clause to § 61.143 is amended to delete the reference to 70 percent, and § 61.181(a) (5) is amended to delete the reference to the true-false free balloon pilot test.

In consideration of the foregoing, Part 61 [New] of the Federal Aviation Regulations is amended, effective December 4, 1964, as follows:

1. By amending § 61.19 to read as follows:

§ 61.19 Tests: general procedure.

(a) Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.

(b) The minimum passing grade for each written test is 70 percent.

2. By amending the introductory paragraph of § 61.143 to read as follows:

§ 61.143 Airplane rating: aeronautical knowledge.

An applicant for an airline transport pilot certificate with an airplane rating must, after meeting the requirements of §§ 61.141 (except paragraph (a) thereof) and 61.145, pass a written test on—

* * * * *

3. By amending the introductory paragraph of paragraph (a) (5) of § 61.181 to read as follows:

§ 61.181 General requirements.

(a) * * *

(5) Within 24 months before his certificate is issued, pass a written test on the following:

* * * * *

(Secs. 313(a), 601, 602, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1422)

Issued in Washington, D.C., on October 28, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-11205; Filed, Nov. 3, 1964; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 64-WA-82]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Federal Airway Segments

The purpose of these amendments to Part 71 [New] of the Federal Aviation Regulations is to alter the segment of VOR Federal airway No. 221 between Salem, Mich., and Erie, Pa., and the segment of VOR Federal airway No. 218 from Pontiac, Mich., to the intersection of the Pontiac 091° and the Flint, Mich., 140° True radials.

The Canadian Department of Transport has advised that the Windsor, Ontario, VOR will be relocated to a new site on November 19, 1964, necessitating the relocation of several airways and intersections in this area, as contained in Airspace Docket No. 64-WA-40 (29 F.R. 14621). In addition to the actions contained therein, the following alterations are required as a result of the relocation of the Windsor VOR. VOR Federal airway No. 221 is presently designated in part from Salem, Mich., via the intersection of the Salem 079° and the Erie, Pa., 294° True radials to Erie. To retain an alignment of V-221 intersecting with VOR Federal airways Nos. 5 and 90 at the relocated Dolphin, Ontario, Intersection and with VOR Federal airways Nos. 2 and 98 at the relocated Dresden, Ontario, Intersection, action is taken herein to realign V-221 from Salem to Erie via the intersection of the Salem 083° and the Erie 290° True radials.

Additionally, the eastern terminal of VOR Federal airway No. 218 is presently designated as the intersection of the Pontiac, Mich., 091° and the Flint, Mich., 140° True radials. Action is also taken herein to redesignate this terminal as the intersection of the Pontiac 091° and the Flint, Mich., 133° True radials. This would place the terminal of V-218 on the centerline of the segment of VOR Federal airway No. 42 as amended in Airspace Docket No. 64-WA-40.

Since these changes result in a minor alteration of controlled airspace for the affected portions of V-218 and V-221 within the United States, the Administrator finds that compliance with the publication provisions of section 4 of the Administrative Procedure Act is unnecessary. In order to maintain compatibility with the Canadian portion of the airways and jet routes altered in association with the relocation of the Windsor VOR, the Administrator finds that good cause exists for making these amendments effective in less than 30 days.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 19, 1964, as hereinafter set forth.

Section 71.123 (29 F.R. 1009) is amended as follows:

a. In V-221 "INT of Salem 079° and Erie, Pa., 294° radials;" is deleted and "INT of Salem 083° and Erie, Pa., 290° radials;" is substituted therefor.

b. In V-218 "Flint, Mich., 140°" is deleted and "Flint, Mich., 133°" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 29, 1964.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-11215; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 64-CE-73]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Area Extension

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to revoke an extension of the Rapid City, South Dakota, control area extension.

The Smithwick, South Dakota, VOR is scheduled to be decommissioned on October 23, 1964. This will make the controlled airspace based on the VOR unnecessary.

Since this amendment is less restrictive in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may become effective without regard to the 30 day statutory period.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER, as hereinafter set forth.

In § 71.165 (29 F.R. 1073) the Rapid City, South Dakota, control area extension is amended by deleting "the airspace S of Rapid City within 10 miles E and 7 miles W of the Smithwick, S. Dak., VOR 182° radial extending from the 55 nmi radius area to 20 miles S of the Smithwick VOR".

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on October 22, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 64-11213; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 64-AL-13]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to alter the effective hours of the Farewell, Alaska, control zone.

The hours of operation of the Farewell FSS are being reduced from 24 to 16 per day. Air/ground communications and airways weather observations will be available only from 0545 to 2145, local time, daily. Therefore, the control

zone is redescribed to correspond to the time these services are available.

Since this amendment imposes no additional burden on any person, notice and public procedure requirements of the Administrative Procedure Act are unnecessary and the amendment may be made effective upon date of publication in the FEDERAL REGISTER.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER, as hereinafter set forth.

In § 71.171 (29 F.R. 1118), the Farewell, Alaska, Control Zone is amended by adding "from 0545 to 2145 hours, local time, daily."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Anchorage, Alaska, on October 9, 1964.

R. G. TAYLOR,
Acting Director,
Alaskan Region.

[F.R. Doc. 64-11206; Filed, Nov. 3, 1964; 8:45 a.m.]

[Airspace Docket No. 64-AL-14]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to alter the effective hours of the Unalakleet, Alaska, control zone.

The hours of operation of the Unalakleet FSS are being reduced from 24 to 16 per day. Air/ground communications and airways weather observations will be available only from 0545 to 2145, local time, daily. Therefore, the control zone is redescribed to correspond to the time these services are available.

Since this amendment imposes no additional burden on any person, notice and public procedure requirements of the Administrative Procedure Act are unnecessary and the amendment may be made effective upon date of publication in the FEDERAL REGISTER.

In consideration of the foregoing, the following action is taken: In § 71.171 (29 F.R. 1156), the Unalakleet, Alaska, Control Zone is amended by adding "from 0545 to 2145 hours, local time, daily."

This amendment shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Anchorage, Alaska, on October 9, 1964.

R. G. TAYLOR,
Acting Director,
Alaskan Region.

[F.R. Doc. 64-11207; Filed, Nov. 3, 1964; 8:45 a.m.]

[Airspace Docket No. 64-AL-15]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to alter the effective hours of the Yakataga, Alaska, control zone.

The hours of operation of the Yakataga FSS are being reduced from 24 to 16 per day. Air/ground communications and airways weather observations will be available only from 0545 to 2145, local time, daily. Therefore, the control zone is redescribed to correspond to the time these services are available.

Since this amendment imposes no additional burden on any person, notice and public procedure requirements of the Administrative Procedure Act are unnecessary and the amendment may be made effective upon date of publication in the FEDERAL REGISTER.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER, as hereinafter set forth.

In § 71.171 (29 F.R. 1160), the Yakataga, Alaska, Control Zone is amended by adding "from 0545 to 2145 hours, local time, daily."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Anchorage, Alaska, on October 9, 1964.

R. G. TAYLOR,
Acting Director,
Alaskan Region.

[F.R. Doc. 64-11208; Filed, Nov. 3, 1964; 8:45 a.m.]

[Airspace Docket No. 64-EA-42]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone

On August 12, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 11537) stating that the Federal Aviation Agency proposed to alter the effective time of the control zone at Islip, N.Y. from 0700 to 2300 hours, local time, daily, to continuous.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t. January 7, 1965, as hereinafter set forth.

In § 71.171 (29 F.R. 1101), the Islip, N.Y. control zone is amended by deleting "extending from the 5-mile radius zone to 8.2 miles SW of the OM, from 0700 to 2300 hours, local time, daily." and sub-

stituting therefor "extending from the 5-mile radius zone to 8.2 miles SW of the OM."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 29, 1964.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-11210; Filed, Nov. 3, 1964; 8:45 a.m.]

[Airspace Docket No. 64-SO-50]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone

On September 16, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 12980) stating that the Federal Aviation Agency proposed to alter the control zone at Crestview, Florida.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. The Department of the Army objected to the proposal on the basis that the control zone extension proposed on the 032° bearing from the Crestview RBN was designed to accommodate an ADF approach procedure to Bob Sikes Airport that would conflict with IFR procedures being conducted in the Fort Rucker, Alabama, complex. The Agency reevaluated the need for an ADF approach to Bob Sikes Airport and determined that this airport will be adequately served by the establishment of a VOR/DME approach procedure. With the elimination of plans to establish an ADF approach procedure, the associated control zone extension is no longer required.

In the notice an extension was proposed within 2 miles each side of the Crestview VORTAC 111° radial extending from the 5-mile radius zone to the VORTAC. Since publication of the notice, refined plotting of the location of the new Bob Sikes Airport and the appropriate VORTAC radial reveals that the correct approach radial will be 109°. This minor change in the control zone extension is, therefore, incorporated in the final rule.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., January 7, 1965, as hereinafter set forth.

In § 71.171 (29 F.R. 1101) the Crestview, Fla., control zone is amended to read:

CRESTVIEW, FLA.

Within a 5-mile radius of Bob Sikes Airport, Crestview, Fla. (latitude 30°46'47" N., longitude 86°31'21" W.) and within 2 miles each side of the Crestview VORTAC 109° radial extending from the 5-mile radius zone to the VORTAC.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a))

Issued in East Point, Ga., on October 22, 1964.

PAUL H. BOATMAN,
Acting Director,
Southern Region.

[F.R. Doc. 64-11211; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 64-AL-16]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone and Transition Area

The purpose of this amendment to §§ 71.171 and 71.181 of the Federal Aviation Regulations is to alter the description of the Galena, Alaska, control zone and transition area.

The Galena control zone and transition area are described, in part, with reference to the Galena TACAN 257° instrument approach radial. The Department of the Air Force has relocated the instrument approach course to the 261° radial.

Accordingly, action is taken herein to substitute the Galena TACAN 261° radial for the 257° radial in the descriptions of the Galena control zone and transition area.

Since this amendment is minor in nature, notice and public procedure hereon are unnecessary and the amendment may be made effective upon the date of publication in the FEDERAL REGISTER.

In consideration of the foregoing, the following action is taken:

In § 71.171 (29 F.R. 1121), the Galena, Alaska, control zone is amended as follows: In the text "Galena TACAN 257° radial" is deleted and "Galena TACAN 261° radial" is substituted therefor.

In § 71.181 (29 F.R. 1176), the Galena, Alaska, transition area is amended as follows: In the text "Galena TACAN 257° radial" is deleted and "Galena TACAN 261° radial" is substituted therefor.

These amendments shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Anchorage, Alaska, on October 22, 1964.

R. G. TAYLOR,
Acting Director,
Alaskan Region.

[F.R. Doc. 64-11209; Filed, Nov. 3, 1964; 8:45 a.m.]

[Airspace Docket No. 63-SW-83]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone and Transition Area and Revocation of Transition Area

On August 18, 1964, a notice of proposed rule making was published in the

FEDERAL REGISTER (29 F.R. 11754) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the El Dorado, Ark., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t. January 7, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 1116) the El Dorado, Ark., control zone is amended to read:

El Dorado, Ark.

That airspace within a 5-mile radius of Goodwin Airport, El Dorado, Ark. (latitude 33°13'05" N., longitude 92°48'45" W.), and within 2 miles each side of the 052° bearing from the El Dorado RBN, extending from the 5-mile radius zone to 7.5 miles NE of the RBN.

2. In § 71.181 (29 F.R. 1166) the Camden, Ark., transition area is revoked.

3. In § 71.181 (29 F.R. 1173) the El Dorado, Ark., transition area is amended to read:

El Dorado, Ark.

That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the 052° bearing from the El Dorado RBN, extending from the RBN to 12 miles NE, and within 5 miles SE and 8 miles NW of the El Dorado VOR 059° radial, extending from the VOR to 12 miles NE; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 052° and 232° bearings from the El Dorado RBN, extending from 7 miles SW to 13 miles NE of the RBN, within 5 miles SE and 8 miles NW of the El Dorado VOR 059° and 239° radials, extending from 7 miles SW to 13 miles NE of the VOR, and within 5 miles each side of the 234° bearing from the El Dorado RBN extending from the RBN to 23 miles SW.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Fort Worth, Tex., on October 26, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 64-11212; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 63-WA-81]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Federal Airways, Transition Area and Reporting Points

On August 28, 1964, there were published in the FEDERAL REGISTER (29 F.R. 12362) amendments to the Federal Aviation Regulations which would realign VOR Federal airways Nos. 5, 51, 157, 243, 819, 839 and 881 via a new VOR to be installed in the vicinity of Waycross, Ga. Action was also taken to alter the Macon, Ga., transition area and to designate the Waycross VOR as a reporting point. These amendment, after several delays in the effective date, were to become effective November 12, 1964. It now appears that the commissioning date of the Waycross VOR will be further postponed until February 4, 1965. Accordingly, ac-

tion is taken herein to postpone the effective date of Airspace Docket No. 63-WA-81 until February 4, 1965.

Since 30 days will elapse from the time of publication of the rule as adopted to the new effective date, this change is made in compliance with section 4 of the Administrative Procedure Act.

In consideration of the foregoing, effective immediately, the following action is taken: In Airspace Docket No. 63-WA-81, "effective 0001 e.s.t. November 12, 1964." is deleted and "effective 0001 e.s.t. February 4, 1965." is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 29, 1964.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-11214; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 64-SO-41]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS [NEW]

Alteration and Designation of Transition Areas

On September 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 13210) stating that the Federal Aviation Agency proposed to alter the transition area at Jackson, Tennessee, and designate a transition area at Lexington, Tennessee.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t. January 7, 1965, as hereinafter set forth.

1. In § 71.181 (29 F.R. 1160) the Jackson, Tennessee, transition area is amended to read:

Jackson, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); and the airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 022° and 202° bearings from the Martin RBN extending to 12 miles SW and 5 miles NE of the RBN; within 5 miles each side of the 218° bearing from the Martin RBN extending from the RBN to 17 miles SW; including that airspace bounded on the N by V-140S, on the E by V-16N, on the S by V-16, and on the W by V-11E.

2. Section 71.181 (29 F.R. 1160) is amended by adding the Lexington, Tenn., transition area as follows:

Lexington, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Franklin Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 2 miles each side of the Jacks Creek VOR 165° radial extending from the 5-mile radius area to 8 miles SE of the VOR; and the airspace extending upward from 1200 feet above

the surface within 5 miles W and 8 miles E of the Jacks Creek VOR 345° and 165° radials extending 4 miles NW and 12 miles SE of the VOR.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a))

Issued in East Point, Ga., on October 28, 1964.

PAUL H. BOATMAN,
Acting Director, Southern Region.

[F.R. Doc. 64-11216; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 63-SW-101]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Transition Area

On August 21, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (19 F.R. 11978) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Clovis, N. Mex., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., January 7, 1965, as hereinafter set forth.

In § 71.181 (29 F.R. 1169) the Clovis, N. Mex., transition area is amended to read:

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the 217° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 12 miles SW of the RBN, within 2 miles each side of the 225° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 8 miles SW of the RBN; within a 5-mile radius of the Clovis, N. Mex., Municipal Airport (latitude 34°25'00" N., longitude 103°05'00" W.); within 2 miles each side of the Texico, Tex., VOR 255° radial, extending from the 5-mile radius area to the Texico VOR; within 2 miles each side of the 057° bearing from the Clovis, N. Mex., RBN (latitude 34°27'30" N., longitude 103°01'30" W.) extending from the 5-mile radius area to 8 miles northeast of the Clovis RBN; within 2 miles each side of the extended center line of the Clovis Municipal Airport NE-SW runway, extending from the 5-mile radius area to 7 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 051° radial to the Cannon VOR 190° radial; within a 37-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 190° radial to the Cannon VOR 226° radial, thence via a line to latitude 34°01'10" N., longitude 104°04'00" W., thence to latitude 34°09'55" N., longitude 104°03'40" W., thence to latitude 34°10'00" N., longitude 103°55'00" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning; that airspace E of Clovis within 10 miles N and 7 miles S of the Texico, Tex., VOR 093° and 273° radials, extending from the 30-mile radius area to 25 miles E of the VOR; within 5 miles each side of the Cannon VOR 084° radial, extending from the 30-mile radius area to 51 miles E of the VOR; and that airspace

extending upward from 8,000 feet MSL NW of Clovis bounded by a line beginning at latitude 34°32'30" N., longitude 103°55'00" W., thence to latitude 34°28'30" N., longitude 104°05'15" W., thence to latitude 34°38'00" N., longitude 104°10'30" W., thence to latitude 34°46'40" N., longitude 104°05'25" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning. The portions of this transition area within R-5104 and R-5105 shall be used only after obtaining prior approval from the appropriate authority.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Fort Worth, Tex., on October 26, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 64-11217; Filed, Nov. 3, 1964; 8:46 a.m.]

[Airspace Docket No. 64-SW-39]

PART 73—SPECIAL USE AIRSPACE [NEW]

Redesignation of Restricted Area

The purpose of this amendment to § 73.51 of the Federal Aviation Regulations is to divide the Elephant Butte, New Mexico, Restricted Area R-5111 into two parts to be known as R-5111A and R-5111B.

Restricted Area R-5111 is one of a series of restricted areas which was established to contain the Athena off range missile firings. It is presently described as follows:

R-5111 Elephant Butte, N. Mex.

Boundaries. Beginning at latitude 33°35'00" N., longitude 106°48'00" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 32°43'00" N., longitude 106°45'00" W.; to latitude 32°47'00" N., longitude 107°06'00" W.; to latitude 33°00'00" N., longitude 107°13'00" W.; to latitude 33°26'50" N., longitude 107°08'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

The United States Air Force has determined that R-5111, in its entirety, will be required for only 25 percent of the remaining scheduled firings whereas 75 percent of this schedule can be conducted in a substantially reduced portion of the area.

As a result, the U.S. Air Force has requested that the present area be divided into two areas, R-5111A and R-5111B. This would enable the controlling agency to make available for public use that airspace not required during 75 percent of the remaining scheduled firings; i.e., that airspace which would be encompassed by R-5111B.

Since this amendment reduces the burden upon the public, notice and public procedure hereon are unnecessary and good cause exists to make this amendment effective immediately.

In consideration of the foregoing, effective immediately, the following action is taken.

In § 73.51 New Mexico (29 F.R. 1264) R-5111 Elephant Butte, N. Mex., is revoked, and R-5111A Elephant Butte East and R-5111B Elephant Butte West are designated as follows:

R-5111A Elephant Butte, N. Mex. (East).
Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°35'00" N., longitude 106°48'00" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

R-5111B Elephant Butte, N. Mex. (West).
Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 32°43'00" N., longitude 106°45'00" W.; to latitude 32°47'00" N., longitude 107°06'00" W.; to latitude 33°00'00" N., longitude 107°13'00" W.; to latitude 33°21'00" N., longitude 107°08'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 27, 1964.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 64-11218; Filed, Nov. 3, 1964; 8:46 a.m.]

[Reg. Docket No. 4057; Amdt. 105-1]

PART 105—PARACHUTE JUMPING [NEW]

Intentional Parachute Jumping

The purpose of this amendment to Part 105 [New] of the Federal Aviation Regulations is to permit a person making an intentional parachute jump to drift over a congested area, an open air assembly of persons, or an airport, with an opened parachute if he is at a sufficient altitude to avoid creating a hazard to air traffic or to persons or property on the ground. This action was published as a notice of proposed rule making and circulated as Federal Aviation Notice 64-15 (29 F.R. 3584), issued March 13, 1964.

Present § 105.15 [New] of the Federal Aviation Regulations prohibits an intentional parachute jump when it is made "over or into a congested area of a city, town, or settlement, or an open air assembly of persons unless a certificate of authorization for that jump has been issued * * *." A parachute jump is defined by § 105.1(b) so that it includes the use of a parachute "during all or part of that descent." Therefore, "drifting

over" a congested area or open air assembly with an opened parachute is prohibited by § 105.15 unless an authorization has been issued by the local FAA District Office.

The Agency proposed in Notice 64-15 to relax the regulations, not only with regard to § 105.15 but also § 105.17, that pertain to jumps over or onto airports. Comments on the proposal indicated concern as to whether the proposed relaxation would apply to other airspace. The requirements of §§ 105.19 (control zone with control tower), 105.21 (positive control area or positive control route segment), 105.23 (other controlled airspace), and 105.27 (restricted or prohibited areas) are not relaxed. This amendment to §§ 105.15 and 105.17 only relaxes the rule as it pertains to "drifting over" a congested area, an open air assembly, or an airport that does not have a functioning control tower operated by the United States. It does not modify the other requirements of Part 105 [New].

Section 105.17 has also been rewritten to make it clear that the airport management must give approval of a parachute jump over an airport that does not have a functioning control tower, as well as onto any airport.

Jumping into or through a cloud is already prohibited by §§ 105.29 and 105.31, but the lead-in clause to § 105.29 is rewritten to state that prohibition more specifically.

Comments to the proposal also expressed concern as to what was meant by a "sufficient altitude" for drifting over an airport that does not have a functioning control tower operated by the United States. Therefore, the regulation has been rewritten to state that an intentional parachutist may not drift over that airport unless he does so at least 2000 feet above the airport's traffic pattern.

Interested persons have been afforded an opportunity to participate in the making of this amendment and due consideration has been given to all relevant matters presented.

In consideration of the foregoing, Part 105 [New] of the Federal Aviation Regulations is amended, effective December 4, 1964, as follows:

1. By amending § 105.15(a) [New] by adding a new sentence to read as follows:

§ 105.15 Jumps over or into congested areas or open air assembly of persons.

(a) * * * However, a parachutist may drift over that congested area or open air assembly with a fully deployed and properly functioning parachute if he is at a sufficient altitude to avoid creating a hazard to persons and property on the ground.

2. By amending § 105.17 [New] to read as follows:

§ 105.17 Jumps over or onto airports.

Unless prior approval has been given by the airport management, no person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft—

(a) Over an airport that does not have a functioning control tower operated by the United States; or

(b) Onto any airport.

However, a parachutist may drift over that airport with a fully deployed and properly functioning parachute if he is at least 2,000 feet above that airport's traffic pattern, and avoids creating a hazard to air traffic or to persons and property on the ground.

3. By amending the introductory paragraph of § 105.29(a) [New] to read as follows:

§ 102.29 Clearance from clouds requirements.

(a) No person may make a parachute jump into or through a cloud and no person may make a parachute jump—

(Secs. 307, 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1354, 1421)

Issued in Washington, D.C., on October 22, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-11219; Filed, Nov. 3, 1964; 8:46 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 6295; Amdt. 828]

PART 507—AIRWORTHINESS DIRECTIVES

Lockheed Models 188A and 188C Series Aircraft

Several cracks have occurred in the wing upper surface in the area of the main landing gear rib forgings on Lockheed Models 188A and 188C Series aircraft attributable to landing gear load influence. Some of these cracks have extended out from previous repairs and reinforcements. To correct this condition, an airworthiness directive is being issued to require inspection of the upper wing planks for cracks and repair of any found cracked.

Since the major number of cracks reported are attributed to landing load influence, the compliance times in the AD are specified in terms of landings.

As a situation exists which demands immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507) is hereby amended by adding the following new airworthiness directive:

LOCKHEED. Applies to Models 188A and 188C Series aircraft.

Compliance required as indicated.

There have been a number of cracks in the wing upper surface in the area of the main landing gear rib forgings, some of which have extended out from previous crack repairs and from reinforcements.

(a) Within the next 700 landings after the effective date of this AD, unless already accomplished within the last 700 landings

prior to the effective date of this AD, and at intervals thereafter not to exceed 1,400 landings from the last inspection, accomplish the following inspections or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region:

(1) Inspect the external surface of the upper wing planks visually for cracks in the area bounded by the front spar-to-plank joint and the rear spar-to-plank joint between Wing Station 221 and the nacelle outboard skate angle, and between Wing Station 155 and the nacelle inboard skate angle;

(2) Inspect for cracks by dye penetrant technique, that portion of the external surface of the upper wing plank area located 2.5 inches forward and 2.5 inches aft of the No. 3-to-No. 4 plank joint between Wing Station 221 and the nacelle outboard skate angle and between Wing Station 155 and the nacelle inboard skate angle, which is not hidden by the existing 0.25 inch reinforcing doubler; and

(3) Inspect the tang of the No. 4 plank at the No. 3-to-No. 4 plank joint between Wing Station 221 and the nacelle outboard skate angle and between Wing Station 155 and the nacelle inboard skate angle, for vertical cracks at the tang radius, by either of the following:

(i) Externally by the ultrasonic technique described in Lockheed Service Bulletin 88/SB-620, section 2.A.(2)(b), pages 5 through 7. Visually reinspect internally if cracks are indicated by the ultrasonic inspection.

(ii) Visual internal inspection.

(b) The repetitive inspections specified in paragraph (a) may be discontinued if the upper wing planks are inspected, repaired, and reinforced in accordance with the following:

(1) Inspect for cracks as specified in paragraph (a) with the 0.25 inch reinforcing doubler removed and repair in accordance with paragraph (c) any cracks found; and

(2) Incorporate the reinforcements described by Lockheed Drawings 841314, 841315, SED/64-9010 and SED/64-9011 in accordance with the accomplishment instructions, section 2.A. through 2.L. of Lockheed Service Bulletin 88/SB-619, or equivalent reinforcements approved by the Chief, Aircraft Engineering Division, FAA Western Region.

(c) Repair any cracks found during the inspections specified in this AD before further flight, in accordance with the Lockheed Electra Structural Repair Manual or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region, except that the aircraft may be ferried in accordance with the provisions of CAR 1.76 to the base at which the repairs are to be accomplished.

(d) Operators must maintain a record of landings in order to comply with this AD. Operators who have no records of past landings may estimate the number of landings by dividing each aircraft's hours' time in service by the operator's fleet average time per flight from takeoff to landing.

(e) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Aircraft Engineering Division, FAA Western Region, may adjust the repetitive inspection intervals specified in this AD to permit compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for such operator.

(Lockheed Service Bulletins 88/SB-619 and 88/SB-620 cover this same subject.)

This amendment shall become effective November 4, 1964.

On November 20, 1964, this directive becomes an amendment to § 39.13 of Part 39 [New] of the Federal Aviation Regulations.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on October 27, 1964.

G. S. MOORE,
Director, Flight Standards Service.
[F.R. Doc. 64-11220; Filed, Nov. 3, 1964;
8:46 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 56297]

PART 8—LIABILITY FOR DUTIES; ENTRY OF IMPORTED MERCHANDISE

Information Required on Invoices of Certain Imported Merchandise

Treasury Decision 56254 (29 F.R. 12917) amended § 8.13(h) of the Customs Regulations to require that certain additional information be furnished on invoices of footwear classifiable under Schedule 7, Part 1A, Tariff Schedules of the United States. The information required by category (f) under item 4 of this document is incorrectly described as "Footwear with molded shoes laced to uppers." Item 4(f) is corrected to read: "Footwear with molded soles laced to uppers."

(Sec. 624, 46 Stat. 759, sec. 101, 76 Stat. 72; 19 U.S.C. 1624, Gen. Hdnote 11, Tariff Schedules of the United States)

[SEAL] LESTER D. JOHNSON,
Acting Commissioner of Customs.

Approved: October 29, 1964.

JAMES POMEROY HENDRICK,
Acting Assistant Secretary
of the Treasury.

[F.R. Doc. 64-11245; Filed, Nov. 3, 1964;
8:47 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter I—Bureau of Employees' Compensation, Department of Labor

PART 25—COMPENSATION FOR DIS- ABILITY AND DEATH OF NON- CITIZENS OUTSIDE THE UNITED STATES

Criteria for Payment of Compensation

The Department of Labor Appropriation Act, 1965 (78 Stat. 959, 963), in providing an appropriation for compensation benefits payable in accordance with section 42 of the Act of September 7, 1916, as amended (39 Stat. 750, as amended; 5 U.S.C. 793), provided further that for the compensation benefits payable from the appropriation, the authority under section 32 of the Act of September 7, 1916, as amended (39 Stat. 749, as amended; 5 U.S.C. 783), to make rules and regulations shall be construed to include the nature and extent of the proofs and evidence required to establish the right to such benefits without regard to the date of the injury or death for which claim is made. A comparable provision was contained in the Depart-

ment of Labor Appropriation Acts for 1961 (74 Stat. 755, 759), 1962 (75 Stat. 589, 594), 1963 (76 Stat. 361, 366), and 1964 (77 Stat. 224, 229). A regulation implementing the special provisions contained in these Acts was published in the FEDERAL REGISTER on October 29, 1960 (25 F.R. 10429), on November 8, 1961 (26 F.R. 10509), on September 21, 1962 (27 F.R. 9383), and on February 20, 1964 (29 F.R. 2599). A further extension of that regulation is timely, indicating that it applies to compensation benefits payable from the appropriation made under the Department of Labor Appropriation Act, 1965.

Therefore, pursuant to section 32 of the Act of September 7, 1916, as amended (39 Stat. 749, as amended, 5 U.S.C. 783), the Department of Labor Appropriation Act, 1965 (78 Stat. 959, 963), Reorganization Plan No. 19 of 1950 (15 F.R. 3178, 64 Stat. 1271), and General Order No. 46 of the Secretary of Labor (15 F.R. 3290) 20 CFR 25.5 is hereby revised to read as follows:

§ 25.5 Applicable criteria.

(a) The following criteria shall apply to cases of employees specified in § 25.1 and such cases, if otherwise compensable, shall be approved only upon evidence of the following nature without regard to the date of the injury or death for which claim is made:

- (1) Appropriate certification by the Federal employing establishment, or;
- (2) An Armed Services casualty or medical record, or;
- (3) Verification of the employment and casualty by military personnel, or;
- (4) Recommendation of an Armed Services "Claim Service" based on investigations conducted by it.

(b) This section shall apply only in the adjudication of claims for benefits payable from the appropriation provided in the Department of Labor Appropriation Act, 1965.

(78 Stat. 963)

This revision shall become effective immediately upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., this 23d day of October 1964.

THOMAS A. TINSLEY,
Acting Director,
Bureau of Employees' Compensation.

[F.R. Doc. 64-11234; Filed, Nov. 3, 1964;
8:47 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX

[T.D. 6768]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEM- BER 31, 1953

Current Tax Payments by Corporations

On August 25, 1964, notice of proposed rule making with respect to the amend-

ment of the Income Tax Regulations (26 CFR Part 1) under sections 6016, 6074, 6154, and 6655 of the Internal Revenue Code of 1954 to conform such regulations to section 122 of the Revenue Act of 1964 (78 Stat. 25) was published in the FEDERAL REGISTER (29 F.R. 12079). After consideration of all such relevant matter as was presented by interested persons regarding the rules proposed, the amendments of the regulations as so proposed are hereby adopted, subject to the changes set forth below:

PARAGRAPH 1. Paragraph (b) of § 1.6074-2, as set forth in paragraph 7 of notice of proposed rule making, is changed.

PAR. 2. Subparagraphs (1) and (3) of § 1.6154-2(b), as set forth in paragraph 10 of the notice of proposed rule making, are changed.

[SEAL] BERTRAND M. HARDING,
Acting Commissioner
of Internal Revenue.

Approved: October 30, 1964.

STANLEY S. SURREY,
Assistant Secretary of the
Treasury.

In order to conform the Income Tax Regulations (26 CFR Part 1) under sections 6016, 6074, 6154, and 6655 of the Internal Revenue Code of 1954 to section 122 of the Revenue Act of 1964 (78 Stat. 25), such regulations are amended as follows:

PARAGRAPH 1. Section 1.6016 is amended by revising subsection (f) of section 6016 and by adding a historical note. The amended and added provisions read as follows:

§ 1.6016 Statutory provisions; declara- tions of estimated income tax by corporations.

Sec. 6016. *Declarations of estimated income tax by corporations.* * * *

(f) *Cross reference.* For provisions relating to the number of amendments which may be filed, see section 6074(b).

[Sec. 6016 as amended by sec. 122(d), Rev. Act 1964 (78 Stat. 29)]

PAR. 2. Section 1.6016-1 is amended to read as follows:

§ 1.6016-1 Declarations of estimated in- come tax by corporations.

(a) *Requirement.* For taxable years ending on or after December 31, 1955, a declaration of estimated tax shall be made by every corporation (including unincorporated business enterprises electing to be taxed as domestic corporations under section 1361), which is subject to taxation under section 11 or 1201(a), or subchapter L, chapter 1 of the Code (relating to insurance companies), if its income tax under such sections or such subchapter L for the taxable year can reasonably be expected to exceed the sum of \$100,000 plus the amount of any estimated credits allowable under section 32 (relating to tax withheld at source on nonresident aliens and foreign corporations and on tax-free covenant bonds), section 33 (relating to taxes of foreign countries and possessions of the United States), and section 38 (relating to investment in certain depreciable property).

RULES AND REGULATIONS

(b) *Definition of estimated tax.* The term "estimated tax", in the case of a corporation, means the excess of the amount which such corporation estimates as its income tax liability for the taxable year under section 11 or 1201(a), or subchapter L, chapter 1 of the Code, over the sum of \$100,000 and any estimated credits under sections 32, 33, and 38. However, for the rule with respect to the limitation upon the \$100,000 exemption for members of certain electing affiliated groups, see section 243(b)-(3)(C)(v) and the regulations thereunder.

(c) *Examples.* The application of this section may be illustrated by the following examples:

Example (1). M, a corporation subject to tax under section 11, reasonably anticipates that it will have taxable income of \$224,000 for the calendar year 1964. The normal tax and surtax result in an expected liability of \$105,000. M determines that it will not have any allowable credits under sections 32, 33, and 38 for 1964. Since M's expected tax (\$105,000) exceeds the exemption (\$100,000), a declaration of estimated tax is required to be filed, reporting an estimated tax of \$5,000 (\$105,000-100,000) for the calendar year 1964.

Example (2). Under the facts stated in example (1), except that M estimates it will have an allowable foreign tax credit under section 33 in the amount of \$4,000 and an allowable investment credit under section 38 in the amount of \$3,000, no declaration is required, since M's expected tax (\$105,000) does not exceed the \$100,000 plus the allowable credits totaling \$7,000.

PAR. 3. Section 1.6016-3 is amended to read as follows:

§ 1.6016-3 Amendment of declaration.

In the making of a declaration of estimated tax the corporation is required to take into account the then existing facts and circumstances as well as those reasonably to be anticipated relating to prospective gross income, allowable deductions, and estimated credits for the taxable year. Amended or revised declarations may be made in any case in which the corporation estimates that its gross income, deductions, or credits will materially change the estimated tax reported in the previous declaration. However, for the rule with respect to the number of amended declarations which may be filed for taxable years beginning after December 31, 1963, see paragraph (d) (2) of § 1.6074-1. Such amended declaration may be made on either Form 1120-ES (marked "Amended") or on the reverse side of the installment notice furnished the corporation by the district director. See, however, paragraph (b) of § 1.6016-2 for procedure to be followed if the prescribed form is not available.

PAR. 4. Paragraph (a) of § 1.6016-4 is amended to read as follows:

§ 1.6016-4 Short taxable year.

(a) *Requirement of declaration.* No declaration may be made for a period of more than 12 months. For purposes of this section a taxable year of 52 or 53 weeks, in the case of a corporation which computes its taxable income in accordance with the election permitted by section 441(f), shall be deemed a period of 12 months. For special rules affecting the time for filing declarations and pay-

ing estimated tax by such corporation, see paragraph (b) of § 1.441-2. A separate declaration is required where a corporation is required to submit an income tax return for a period of less than 12 months, but only if such short period ends on or after December 31, 1955. However, no declaration is required if the short taxable year—

(1) Begins on or before December 31, 1963, and is—

(i) A period of less than 9 months, or
(ii) A period of 9 or more months but less than 12 months and the requirements of section 6016(a) are not met before the 1st day of the last month in the short taxable year, or

(2) Begins after December 31, 1963, and is—

(i) A period of less than 4 months, or
(ii) A period of 4 or more months but less than 12 months and the requirements of section 6016(a) are not met before the 1st day of the last month in the short taxable year.

PAR. 5. Section 1.6074 is amended by revising section 6074 and by adding a historical note. These amended and added provisions read as follows:

§ 1.6074 Statutory provisions; time for filing declarations of estimated income tax by corporations.

Sec. 6074. *Time for filing declarations of estimated income tax by corporations—(a) General rule.* The declaration of estimated tax required of corporations by section 6016 shall be filed as follows:

If the requirements of section 6016 are first met—	The declaration shall be filed on or before—
before the 1st day of the 4th month of the taxable year—	the 15th day of the 4th month of the taxable year
after the last day of the 3d month and before the 1st day of the 6th month of the taxable year—	the 15th day of the 6th month of the taxable year
after the last day of the 5th month and before the 1st day of the 9th month of the taxable year—	the 15th day of the 9th month of the taxable year
after the last day of the 8th month and before the 1st day of the 12th month of the taxable year—	the 15th day of the 12th month of the taxable year

(b) *Amendment.* An amendment of a declaration may be filed in any interval between installment dates prescribed for the taxable year, but only one amendment may be filed in each such interval.

(c) *Short taxable year.* The application of this section to taxable years of less than 12 months shall be in accordance with regulations prescribed by the Secretary or his delegate.

[Sec. 6074 as amended by sec. 122(b), Rev. Act 1964 (78 Stat. 27)]

PAR. 6. Section 1.6074-1 is amended to read as follows:

§ 1.6074-1 Time and place for filing declaration of estimated income tax by corporations.

(a) *Taxable years beginning on or before December 31, 1963.* For taxable years ending on or after December 31, 1955, and beginning on or before Decem-

ber 31, 1963, declarations of estimated tax for the taxable year shall be filed on or before the 15th day of the 9th month of such year by every corporation whose then anticipated income tax liability under section 11 or 1201(a), or subchapter L, chapter 1 of the Code, for the year meets the requirements of section 6016(a). If, however, the requirements necessitating the filing of a declaration are first met after the last day of the 8th month and before the first day of the 12th month of the taxable year the declaration shall be filed on or before the 15th day of the 12th month of the taxable year. If, however, the requirements of section 6016(a) are not met before the first day of the 12th month of the taxable year, no declaration need be filed for such year.

(b) *Taxable years beginning after December 31, 1963.* A declaration of estimated tax for a taxable year beginning after December 31, 1963, required of a corporation by section 6016 shall be filed as follows:

If the requirements of section 6016 are first met—	The declaration shall be filed on or before—
before the 1st day of the 4th month of the taxable year—	the 15th day of the 4th month of the taxable year
after the last day of the 3d month and before the 1st day of the 6th month of the taxable year—	the 15th day of the 6th month of the taxable year
after the last day of the 5th month and before the 1st day of the 9th month of the taxable year—	the 15th day of the 9th month of the taxable year
after the last day of the 8th month and before the 1st day of the 12th month of the taxable year—	the 15th day of the 12th month of the taxable year

(c) *Place for filing declaration.* The declaration of estimated tax shall be filed with the district director for the district in which the corporation expects to file its income tax return.

(d) *Amendment of declaration—(1) Taxable years beginning on or before December 31, 1963.* A declaration of estimated tax for a taxable year beginning on or before December 31, 1963, which is filed by a corporation prior to the 15th day of the 12th month of the taxable year may be amended in the manner prescribed in § 1.6016-3, at any time on or before such 15th day. An amended declaration shall be filed with the district director with whom the original declaration was filed.

(2) *Taxable years beginning after December 31, 1963.* In any case where a declaration of estimated tax for a taxable year beginning after December 31, 1963, has been filed, an amended declaration of estimated tax may be filed during any interval between installment dates prescribed for the taxable year. However, no amended declaration may be filed until after the installment date on or before which the original declaration was filed and only one amended declara-

tion may be filed during each interval between installment dates. See § 1.6016-3 for the manner of making an amended declaration. An amended declaration shall be filed with the district with whom the original declaration was filed.

PAR. 7. Section 1.6074-2 is amended to read as follows:

§ 1.6074-2 Time for filing declarations by corporations in case of a short taxable year.

(a) *Taxable years beginning on or before December 31, 1963—(1) In general.* In the case of a short taxable year of 9 months or more beginning on or before December 31, 1963, where the requirements of section 6016(a) are met before the 1st day of the 9th month of the short taxable year, the declaration shall be filed on or before the 15th day of the 9th month of such short year. In the case of a short taxable year of more than 9 months, where the requirements of section 6016(a) are first met after the last day of the 8th month, but before the 1st day of the last month of the short taxable year, the declaration shall be filed on or before the 15th day of the last month of such short year. See § 1.6016-4, relating to the requirement of a declaration in the case of a short taxable year, and paragraph (a) of § 1.6154-2, relating to the time for payment of the estimated tax in case of a short taxable year.

(2) *Example.* The application of the provisions of this paragraph may be illustrated by the following example:

Example. A corporation which changes from a calendar year basis to a fiscal year basis beginning November 1, 1960, will have a short taxable year beginning January 1, 1960, and ending October 31, 1960. If the requirements of section 6016(a) are met before September 1, 1960 (the 1st day of the 9th month), the corporation is required to file its declaration on or before September 15, 1960 (the 15th day of the 9th month). However, if the requirements of section 6016(a) are first met after August 31, 1960 (the last day of the 8th month), but before October 1, 1960 (the 1st day of the last month of the short year), the corporation is required to file its declaration on or before October 15, 1960 (the 15th day of the last month of the short year).

(b) *Taxable years beginning after December 31, 1963—(1) In general.* In the case of a short taxable year of 4 or more months which begins after December 31, 1963, the declaration shall be filed on or before the applicable date specified in paragraph (b) of § 1.6074-1, except that in the case of a short taxable year ending after November 30, 1964, the declaration shall be filed on or before the 15th day of the last month of the short taxable year if the requirements of section 6016(a) are first met before the first day of such last month and the date specified in such paragraph (b) as applicable is not within the short taxable year. See § 1.6016-4, relating to the requirement of a declaration in the case of a short taxable year, and paragraph

(b) of § 1.6154-2, relating to the time for payment of the estimated tax in case of a short taxable year.

(2) *Examples.* The application of the provisions of this paragraph may be illustrated by the following examples:

Example (1). A corporation filing on a calendar year basis which changes to a fiscal year beginning September 1, 1965, will have a short taxable year beginning January 1, 1965, and ending August 31, 1965. If the requirements of section 6016(a) are met before April 1, 1965 (the 1st day of the 4th month), the declaration of estimated tax must be filed on or before April 15, 1965 (the 15th day of the 4th month).

Example (2). If, in the first example, the corporation first meets the requirements of section 6016(a) during July 1965, then the requirements of section 6016(a) were met before the first day of the last month of the short taxable year, and a declaration of estimated tax is required to be filed on or before August 15, 1965, for the short taxable year. However, if the corporation does not meet the requirements of section 6016(a) until August 1, 1965, then the requirements of section 6016(a) were not met before the first day of the last month of the short taxable year, and no declaration of estimated tax is required to be filed for the short taxable year.

(c) *Amendment of declaration—(1) Taxable years beginning on or before December 31, 1963.* Where a declaration of estimated tax for a short taxable year of more than 9 months beginning on or before December 31, 1963, is filed before the 15th day of the last month of the short taxable year, an amended declaration may be filed any time on or before such 15th day.

(2) *Taxable years beginning after December 31, 1963.* Where a declaration of estimated tax for a short taxable year beginning after December 31, 1963, has been filed, an amended declaration may be filed during any interval between installment dates. However, no amended declaration for a short taxable year may be filed until after the installment date on or before which the original declaration was filed and only one amended declaration may be filed during each interval between installment dates. For purposes of this subparagraph the term "installment date" includes the 15th day of the last month of a short taxable year if such 15th day does not fall on a prescribed installment date.

PAR. 8. Section 1.6154 is amended by revising section 6154 and by adding a historical note. The amended and added provisions read as follows:

§ 1.6154 Statutory provisions; installment payments of estimated income tax by corporations.

Sec. 6154. *Installment payments of estimated income tax by corporations—(a) Amount and time for payment of each installment.* The amount of estimated tax (as defined in section 6016(b)) with respect to which a declaration is required under section 6016 shall be paid as follows:

(1) *Payment in 4 installments.* If the declaration is filed on or before the 15th day of the 4th month of the taxable year,

the estimated tax shall be paid in 4 installments. The amount and time for payment of each installment shall be determined in accordance with the following table:

If the taxable year begins in—	The following percentages of the estimated tax shall be paid on the 15th day of the—			
	4th month	6th month	9th month	12th month
1964.....	1	1	25	25
1965.....	4	4	25	25
1966.....	9	9	25	25
1967.....	14	14	25	25
1968.....	19	19	25	25
1969.....	22	22	25	25
1970 or any subsequent year.....	25	25	25	25

(2) *Payment in 3 installments.* If the declaration is filed after the 15th day of the 4th month and not after the 15th day of the 6th month of the taxable year, and is not required by section 6074(a) to be filed on or before the 15th day of such 4th month, the estimated tax shall be paid in 3 installments. The amount and time for payment of each installment shall be determined in accordance with the following table:

If the taxable year begins in—	The following percentages of the estimated tax shall be paid on the 15th day of the—		
	6th month	9th month	12th month
1964.....	1¼	25¼	25¼
1965.....	5¼	26¼	26¼
1966.....	12	28	28
1967.....	18¾	29¾	29¾
1968.....	25¼	31¼	31¼
1969.....	29¼	32¼	32¼
1970 or any subsequent year.....	33¼	33¼	33¼

(3) *Payment in 2 installments.* If the declaration of estimated tax is filed after the 15th day of the 6th month and not after the 15th day of the 9th month of the taxable year, and is not required by section 6074(a) to be filed on or before the 15th day of such 6th month, the estimated tax shall be paid in 2 installments. The amount and time for payment of each installment shall be determined in accordance with the following table:

If the taxable year begins in—	The following percentages of the estimated tax shall be paid on the 15th day of the—	
	9th month	12th month
1964.....	26	26
1965.....	29	29
1966.....	34	34
1967.....	39	39
1968.....	44	44
1969.....	47	47
1970 or any subsequent year.....	50	50

(4) *Payment in 1 installment.* If the declaration of estimated tax is filed after the 15th day of the 9th month of the taxable year, and is not required by section 6074(a) to be filed on or before the 15th day of such 9th month, the estimated tax shall be paid in 1 installment. The amount and time for payment of the installment shall be determined in accordance with the following table:

If the taxable year begins in—	The following percentages of the estimated tax shall be paid on the 15th day of the 12th month
1964	52
1965	58
1966	68
1967	78
1968	88
1969	94
1970 or any subsequent year	100

(5) *Late filing.* If the declaration is filed after the time prescribed in section 6074(a) (determined without regard to any extension of time for filing the declaration under section 6081), paragraphs (2), (3), and (4) of this subsection shall not apply, and there shall be paid at the time of such filing all installments of estimated tax which would have been payable on or before such time if the declaration had been filed within the time prescribed in section 6074(a), and the remaining installments shall be paid at the times at which, and in the amounts in which, they would have been payable if the declaration had been so filed.

(b) *Amendment of declaration.* If any amendment of a declaration is filed, the amount of each remaining installment (if any) shall be the amount which would have been payable if the new estimate had been made when the first estimate for the taxable year was made, increased or decreased (as the case may be), by the amount computed by dividing—

(1) The difference between (A) the amount of estimated tax required to be paid before the date on which the amendment is made, and (B) the amount of estimated tax which would have been required to be paid before such date if the new estimate had been made when the first estimate was made, by

(2) The number of installments remaining to be paid on or after the date on which the amendment is made.

(c) *Application to short taxable year.* The application of this section to taxable years of less than 12 months shall be in accordance with regulations prescribed by the Secretary or his delegate.

(d) *Installments paid in advance.* At the election of the corporation, any installment of the estimated tax may be paid before the date prescribed for its payment.

[Sec. 6154 as amended by sec. 122(a), Rev. Act 1964 (78 Stat. 25)]

PAR. 9. Section 1.6154-1 is amended to read as follows:

§ 1.6154-1 Payment of estimated tax by corporations.

(a) *Taxable years beginning on or before December 31, 1963—*(1) *Amount required to be paid.* Every corporation required to file a declaration of estimated tax for a taxable year beginning on or before December 31, 1963, shall pay the following percentage of its estimated tax:

If the taxable year ends—	The amount required to be paid is the following percentage of the estimated tax
On or after Dec. 31, 1955, and before Dec. 31, 1956	10
On or after Dec. 31, 1956, and before Dec. 31, 1957	20
On or after Dec. 31, 1957, and before Dec. 31, 1958	30
On or after Dec. 31, 1958, and before Dec. 31, 1959	40
On or after Dec. 31, 1959	50

(2) *Time for payment.* (i) In the case of a corporation on the calendar year basis which files its declaration on or before September 15 of the taxable year, the percentage of the estimated tax required to be paid is payable in two equal installments, one at the time of filing the declaration, and the other on or before December 15 of the taxable year. If the corporation files its declaration after September 15 of the taxable year, the percentage of the estimated tax required to be paid is payable in full on or before December 15 of the taxable year.

(ii) In the case of a corporation whose taxable year is a fiscal year, the dates prescribed for payment of the estimated tax shall be the 15th day of the 9th month and the 15th day of the 12th month of such taxable year. If the corporation files its declaration after the 15th day of such 9th month, the percentage of the estimated tax required to be paid is payable in full on or before the 15th day of such 12th month.

(3) *Amendment of declaration.* In the case of an amended declaration, filed in accordance with section 6074, the installment payable on the 15th day of the 12th month of the taxable year shall be ratably increased or decreased, as the case may be, to reflect the increase or decrease in the estimated tax by reason of the amended declaration. For example, X, a corporation on the calendar year basis, filed a declaration on September 15, 1955, reporting an estimated tax in the amount of \$20,000. The first installment of \$1,000 (5 percent of \$20,000) accompanied the declaration. However, X filed an amended declaration on December 15, 1955, showing an estimated tax of \$30,000. Since X has already paid \$1,000, it must make a payment in the amount of \$2,000 computed as follows:

Required amount of estimated tax which must be paid for calendar year 1955 (10% of \$30,000)	\$3,000
Amount paid with original estimate (5% of \$20,000)	1,000
Balance to accompany amended declaration	2,000

Had the amended declaration been filed on December 10, 1955, then only the balance of the first installment (\$500) otherwise due on September 15 would have been required to be paid with the declaration and the installment required to be paid on or before December 15, 1955, would be \$1,500.

(b) *Taxable years beginning after December 31, 1963—*(1) *Amount and time for payment of each installment—*(i) *In general.* Paragraphs (1) through (4) of section 6154(a) contain four tables setting forth the percentages of estimated tax for each taxable year beginning after December 31, 1963, which shall be paid as installments of estimated tax and the date on or before which each such installment shall be paid. The date on or before which the declaration of estimated tax for a taxable year is required, under the provisions of section 6074(a), to be filed determines which of the four installment payment tables shall be used by the corporation for that taxable year. Therefore, if the declaration is required

to be filed by the 15th day of the 4th, 6th, 9th, or 12th month, the estimated tax will be required to be paid in four, three, two, or one installment, respectively. However, see subdivision (iii) of this subparagraph for the rules applicable in case of the late filing of a declaration.

(ii) *Examples.* The application of the tables in section 6154(a) may be illustrated by the following examples:

Example (1). X, a corporation reporting on a calendar year basis, is required for the calendar year 1966 to file a declaration of estimated tax on or before the 15th day of the 4th month thereof (April 15, 1966) reporting an estimated tax liability of \$250,000. Assuming that the original declaration is filed on or before April 15, 1966, and is not subsequently amended, X is required to pay its estimated tax in four installments. The first and second installments, each in the amount of \$22,500 (9 percent of \$250,000), are to be paid on or before April 15, 1966, and June 15, 1966, respectively, and the third and fourth installments, each in the amount of \$62,500 (25 percent of \$250,000), are to be paid on or before September 15, 1966, and December 15, 1966, respectively.

Example (2). Y, a corporation which reports on a calendar year basis, is required for the calendar year 1967 to file a declaration of estimated tax on or before the 15th day of the 6th month thereof (June 15, 1967) reporting an estimated tax liability of \$100,000. Assuming that the original declaration is filed on or before June 15, 1967, and is not subsequently amended, Y is required to pay its estimated tax in three installments. The first installment, in the amount of \$18,666.67 (18½ percent of \$100,000), is to be paid on or before June 15, 1967, and the second and third installments, each in the amount of \$29,666.67 (29½ percent of \$100,000), are to be paid on or before September 15, 1967, and December 15, 1967, respectively.

Example (3). Z, a corporation which reports on a fiscal year basis ending with June 30 of each year, is required for the fiscal year ended June 30, 1968, to file a declaration of estimated tax on or before the 15th day of the fourth month thereof (October 15, 1967) reporting an estimated tax liability of \$200,000. Assuming that the original declaration is filed on or before October 15, 1967, and is not subsequently amended, Z is required to pay its estimated tax in four installments. The first and second installments, each in the amount of \$28,000 (14 percent of \$200,000), are to be paid on or before October 15, 1967, and December 15, 1967, respectively, and the third and fourth installments, each in the amount of \$50,000 (25 percent of \$200,000), are to be paid on or before March 15, 1968, and June 15, 1968, respectively.

(iii) *Late filing of declaration of estimated tax.* If a declaration of estimated tax is filed after the date prescribed by section 6074(a) (determined without regard to any extension of time for filing the declaration under section 6081), the tables set forth in paragraphs (2), (3), and (4) of section 6154(a) do not apply except as provided in this subdivision. In such a case, there shall be paid at the time of the filing of the declaration all installments of the estimated tax which would have been payable under the appropriate table in section 6154(a) on or before such date of filing if the declaration had been timely filed in accordance with the provisions of section 6074(a). The remaining installments shall be paid at the times and in the amounts in which they would have been payable if the declaration had been timely filed. For example, Z, a corporation filing its re-

turns on a calendar year basis, fails to file a declaration of estimated tax on April 15, 1968, even though the requirements for filing a declaration were met before April 1, 1968. However, Z does file its declaration of estimated tax on July 1, 1968, disclosing an estimated tax of \$75,000. As the first two installment dates specified in paragraph (1) of section 6154(a) (the 15th days of the 4th and 6th months) have passed, Z is required to pay \$28,500 (2 installments, each in the amount of 19 percent of \$75,000) when the declaration is filed on July 1, 1968. If there are no subsequent amendments of the declaration for this year, Z will be required to pay installments, each in the amount of \$18,750 (25 percent of \$75,000), on or before September 15, 1968, and December 15, 1968, respectively.

(2) *Amendment of declaration*—(i) *In general.* If any amendment of a declaration is filed, the amount of each remaining installment (including the installment due on the date of the filing of the amendment where the amendment is filed on an installment date), if any, is the amount which would have been payable as such installment if the new estimate had been the original estimate, adjusted as provided in this subdivision. The adjustment is for the difference between (a) the amount of estimated tax required to be paid before the date of the filing of the amendment and (b) the amount of estimated tax which would have been required to have been paid before such date if the new estimate had been the original estimate. The difference is divided by the number of remaining installments (including the installment due on the date of the filing of the amendment where the amendment is filed on an installment date), and the resulting amount is added to (if the amended declaration increases the amount of estimated tax) or subtracted from (if the amended declaration decreases the amount of the estimated tax) the amount which would have been payable on each remaining installment date if the new estimate had been the original estimate.

(ii) *Examples.* The application of the provisions of this subparagraph may be illustrated by the following examples:

Example (1). X, a calendar year corporation, determines that its estimated tax liability for the year 1967 is \$100,000 and files a declaration of estimated tax by April 15, 1967, with an installment payment of \$14,000. On June 15, 1967, the second installment payment of \$14,000 is made. On July 1, 1967, X discovers that its 1967 estimated tax may reasonably be expected to be \$150,000 and on September 15, 1967, files an amended declaration in that amount. The amounts to be paid on September 15, 1967, and December 15, 1967, are computed as follows:

Installment payments required to be made under the original declaration before date of filing of amendment (14% of \$100,000 is \$14,000 × 2) -----	\$28,000
Installment payments which would have been required to be made before date of filing of amendment if the original declaration were in the amount of the amended declaration (14% of \$150,000 is \$21,000 × 2) -----	42,000

Difference -----	\$14,000
Amount of each installment payment due on September 15, 1967, and December 15, 1967, computed as if the original declaration were in the amount of the amended declaration (25% of \$150,000) ----	37,500
Add: Amount of difference divided by number of remaining installments (\$14,000 ÷ 2) -----	7,000

Amount of each remaining installment (September 15, 1967, and December 15, 1967) -----	44,500
--	--------

Example (2). Assume the same facts as in example (1), except that instead of filing the amended declaration on September 15, 1967, X files an amended declaration on June 15, 1967, disclosing an estimated tax of \$70,000. The installment payments for June 15, 1967, September 15, 1967, and December 15, 1967, are computed as follows:

Installment payment required to be made under the original declaration before the date of filing of amendment (14% of \$100,000) ----	\$14,000
Installment payment which would have been required to be made before date of filing of amendment if the original declaration were in the amount of the amended declaration (14% of \$70,000) -----	9,800
Difference -----	4,200

June 15, 1967, installment computation:

Installment payment due on June 15, 1967, computed as if the original declaration were in the amount of the amended declaration (14% of \$70,000) -----	9,800
Less: Amount of difference divided by number of remaining installments (\$4,200 ÷ 3) -----	1,400

Amount to be paid as an installment on June 15, 1967 -----	8,400
--	-------

September 15, 1967, and December 15, 1967, installments computation:

Amount of each installment payment due on September 15, 1967, and December 15, 1967, computed as if the original declaration were in the amount of the amended declaration (25% of \$70,000) ----	17,500
Less: Amount of difference divided by number of remaining installments (\$4,200 ÷ 3) -----	1,400

Amount of each remaining installment (September 15, 1967, and December 15, 1967) -----	16,100
--	--------

(c) *Installments paid in advance.* A corporation may, at its election, pay any installment of its estimated tax in advance of the due date.

(d) *Considered payment of income tax.* Payments of estimated tax shall be considered payments on account of the income tax liability for the taxable year. Hence the amount of estimated tax paid shall be entered on the income tax return and applied in payment of the tax liability shown thereon.

PAR. 10. Section 1.6154-2 is amended to read as follows:

§ 1.6154-2 Short taxable years.

(a) *Taxable years beginning on or before December 31, 1963*—(1) *In general.* In the case of a corporation filing a dec-

laration for a short taxable year beginning on or before December 31, 1963, the amount of the estimated tax required to be paid shall be paid as follows:

(i) If the short taxable year is a period of more than 9 months and the declaration is required to be filed on or before the 15th day of the 9th month, the amount of the estimated tax required to be paid shall be paid in 2 installments; the 1st on or before the 15th day of the 9th month and the 2d on or before the 15th day of the last month of the short taxable year.

(ii) If the short taxable year is a period of 9 or more months and the declaration is not required to be filed until the 15th day of the last month of the short taxable year, the amount of the estimated tax required to be paid shall be paid in full on or before the 15th day of the last month of the short taxable year.

(2) *Examples.* The application of the provisions of subparagraph (1) of this paragraph may be illustrated by the following examples:

Example (1). If a corporation changes from a calendar year to a fiscal year beginning November 1, 1956, and ending October 31, 1957, a declaration is required on or before September 15, 1956, for the short taxable year January 1, 1956, to October 31, 1956, if such corporation otherwise meets the requirements of section 6016(a) on or before August 31, 1956. In such case the first installment of the estimated tax must be paid with the declaration filed on September 15, 1956. The second installment must be paid on or before October 15, 1956, the 15th day of the last month of the short taxable year.

Example (2). If, in the first example, the corporation did not meet the requirements of section 6016(a) until after August 31, 1956, but before October 1, 1956, the declaration would have been due on October 15, 1956. In such case the amount of the estimated tax required to be paid must be paid in full with the declaration filed on October 15, 1956.

(b) *Taxable years beginning after December 31, 1963*—(1) *In general.* In the case of a short taxable year which begins after December 31, 1963, and in respect of which a declaration of estimated tax is required to be filed (see paragraph (b) of § 1.6074-2), the amount of, and time for payment of, each installment of estimated tax shall be determined by paragraphs (1) to (4), inclusive, of section 6154(a), except that in the case of a short taxable year ending after November 30, 1964, any estimated tax payable in installments which is not paid before the 15th day of the last month of the short taxable year (whether or not the date otherwise specified in section 6154(a) for payment has arrived) shall be paid on such 15th day of the last month of the short taxable year.

(2) *Examples.* The application of the provisions of subparagraph (1) of this paragraph may be illustrated by the following examples:

Example (1). X, a corporation filing on a calendar year basis, changes to a fiscal year beginning September 1, 1965, and ending August 31, 1966, and is required to file a declaration on or before April 15, 1965, for the short taxable year January 1, 1965, to August 31, 1965. X must make two 4 percent installment payments of the estimated tax, the first on or before April 15, 1965, and the second on or before June 15, 1965, and must pay 50 percent (25 percent for the 3d

installment plus 25 percent for the 4th installment) of the estimated tax on or before August 15, 1965 (the 15th day of the last month of the short taxable year), as the last installment.

Example (2). If, in the first example, X does not meet the requirements of section 6016(a) until June 15, 1965, the declaration is due on or before August 15, 1965. X is required to pay 58 percent of the estimated tax on or before August 15, 1965 (the 15th day of the last month of the short taxable year).

(3) *Late filing of declaration of estimated tax.* In the case of a declaration of estimated tax for a short taxable year beginning after December 31, 1963, filed after the date prescribed by section 6074(a) (determined without regard to any extension of time for filing the declaration under section 6081), the provisions of paragraph (b)(1)(iii) of § 1.6154-1 shall be applied in determining the amount of and time for payment of each installment. However, in the case of short taxable years beginning after December 31, 1963, and ending after November 30, 1964, where, under the provisions of paragraph (b)(1)(iii) of § 1.6154-1, installments are to be paid after the close of the short taxable year, such installments shall be paid on or before the 15th day of the last month of the short taxable year.

(4) *Amended declarations.* In the case of an amended declaration of estimated tax for a short taxable year beginning after December 31, 1963, filed in accordance with section 6074(b), the provisions of paragraph (b)(2) of § 1.6154-1 shall apply to determine the amount of each remaining installment. However, where, under the provisions of such paragraph (b)(2), installments are to be paid after the close of the short taxable year, such installments shall be paid on or before the 15th day of the last month of the short taxable year.

PAR. 11. Section 1.6655 is amended by revising subsections (c)(2) and (d)(3) of section 6655, and by adding a historical note. These amended and added provisions read as follows:

§ 1.6655 Statutory provisions; failure by corporation to pay estimated income tax.

Sec. 6655. *Failure by corporation to pay estimated income tax.* * * *

(c) *Period of underpayment.* * * *

(2) With respect to any portion of the underpayment, the date on which such portion is paid. For purposes of this paragraph, a payment of estimated tax on any installment date shall be considered a payment of any previous underpayment only to the extent such payment exceeds the amount of the installment determined under subsection (b)(1) for such installment date.

(d) *Exception.* * * *

(3) (A) An amount equal to 70 percent of the tax for the taxable year computed by placing on an annualized basis the taxable income:

(i) For the first 3 months of the taxable year, in the case of the installment required to be paid in the 4th month,

(ii) For the first 3 months or for the first 5 months of the taxable year, in the case of the installment required to be paid in the 6th month,

(iii) For the first 6 months or for the first 8 months of the taxable year in the case of the installment required to be paid in the 9th month, and

(iv) For the first 9 months or for the first 11 months of the taxable year, in the case of the installment required to be paid in the 12th month of the taxable year.

(B) For purposes of this paragraph, the taxable income shall be placed on an annualized basis by—

(i) Multiplying by 12 the taxable income referred to in subparagraph (A), and

(ii) Dividing the resulting amount by the number of months in the taxable year (3, 5, 6, 8, 9, or 11, as the case may be) referred to in subparagraph (A).

[Sec. 6655 as amended by sec. 122(c), Rev. Act 1964 (78 Stat. 23)]

PAR. 12. Subparagraphs (1)(i), (2), and (3) of paragraph (a) of § 1.6655-1 are amended to read as follows:

§ 1.6655-1 Addition to the tax in the case of a corporation.

(a) *In general.* (1) * * *

(i) 70 percent of the tax shown on the return for the taxable year or, if no return was filed, 70 percent of the tax for such year, multiplied by the percentage of estimated tax required to be paid on or before the installment date, over

(2) The amount of the addition is determined at the rate of 6 percent per annum upon the underpayment of any installment of estimated tax for the period from the date such installment is required to be paid until the 15th day of the third month following the close of the taxable year, or the date such underpayment is paid, whichever is earlier. For purposes of determining the period of the underpayment (i) the date prescribed for payment of any installment of estimated tax shall be determined without regard to any extension of time, and (ii) a payment of estimated tax on any installment date, to the extent that it exceeds the amount of the installment determined under subparagraph (1)(i) of this paragraph for such date, shall be considered a payment of the previous underpayment, if any.

(3) The term "tax" as used in subparagraph (1)(i) of this paragraph means the excess of the tax imposed by section 11 or 1201(a), or subchapter L, chapter 1 of the Code, whichever is applicable, over the sum of \$100,000 and the credits against tax provided by sections 32, 33, and 38. However, for the rule with respect to the limitation upon the \$100,000 exemption for members of certain electing affiliated groups, see section 243(b)(3)(C)(v) and the regulations thereunder.

PAR. 13. Section 1.6655-2 is amended by revising subparagraphs (3), (4), and (5) of paragraph (a), by revising subparagraph (1) of paragraph (b), by revising so much of paragraph (2) of paragraph (b) as precedes subdivision (i) thereof, by revising the example in paragraph (c) and by revising paragraph (d). These amended and added provisions read as follows:

§ 1.6655-2 Exceptions to imposition of the addition to the tax in the case of corporations.

(a) *In general.* * * *

(3) An amount equal to 70 percent of the tax determined by placing on an annual basis the taxable income for—

(i) The first 3 months of the taxable year, in the case of the installment required to be paid in the 4th month,

(ii) Either the first 3 months or the first 5 months of the taxable year (whichever results in no addition being imposed), in the case of the installment required to be paid in the 6th month,

(iii) Either the first 6 months or the first 8 months of the taxable year (whichever results in no addition being imposed), in the case of the installment required to be paid in the 9th month, and

(iv) Either the first 9 months or the first 11 months of the taxable year (whichever results in no addition being imposed), in the case of the installment required to be paid in the 12th month.

The taxable income so determined shall be placed on an annual basis by first multiplying it by 12, and then dividing the resulting amount by the number of months in the taxable year for which the taxable income was so determined.

(4) In the case of a taxpayer whose taxable year consists of 52 or 53 weeks in accordance with section 441(f), the rules prescribed by paragraph (b) of § 1.441-2 shall be applicable in determining, for purposes of subparagraph (1) of this paragraph, whether a taxable year was a year of 12 months and in determining, for purposes of subparagraph (3) of this paragraph, the commencement of the 3-month period, or the 3- or 5-month period, or the 6- or 8-month period, or the 9- or 11-month period, whichever is applicable. For example, if a taxable year begins on December 26, 1956, taxable income for the first 6 months of such year, for purposes of subparagraph (3) of this paragraph, shall be taxable income for the period beginning on December 26, 1956, and ending on June 30, 1957, since such taxable year is deemed to commence on January 1, 1957, under section 441(f).

(5) If the end of any accounting period employed by the taxpayer (e.g., any of either thirteen 4-week periods or four 13-week periods) does not correspond to the termination date of the applicable 3-month, or 3- or 5-month, or 6- or 8-month, or 9- or 11-month, period, taxable income shall be determined from the beginning of the taxable year to the close of the accounting period ending immediately before the termination date of the applicable 3-month, or 3- or 5-month, or 6- or 8-month, or 9- or 11-month, period and to the close of the accounting period within which such termination date falls. There shall be determined that portion of the difference between the two amounts of taxable income so determined which bears the same ratio to the total difference between such amounts as the number of days from the close of the first such accounting period to the close of such applicable 3-month, or 3- or 5-month, or 6- or 8-month, or 9- or 11-month, period bears to the total number of days between the

termination dates of such two accounting periods. The portion of the difference between such amounts so determined shall then be added to (or subtracted from) taxable income determined to the close of the first such accounting period to determine taxable income for such applicable 3-month, or 3- or 5-month, or 6- or 8-month, or 9- or 11-month, period. For example, a taxpayer whose taxable year consists of 52 or 53 weeks in accordance with section 441(f) has a taxable year beginning on December 26, 1956, and thirteen 4-week accounting periods are employed in determining taxable income. Taxable income from December 26, 1956, to the close of the 4-week accounting period ending on June 11, 1957, is \$200,000, and taxable income from December 26, 1956, to the close of the 4-week accounting period ending on July 9, 1957, is \$228,000. Taxable income for the 6-month period ending on June 30, 1957, is \$219,000 (\$200,000 + (19 × 28,000 ÷ 28)).

(b) *Meaning of terms.* (1) For the purpose of the exceptions described in paragraph (a) of this section, the term "tax" means the excess of the tax imposed by section 11 or 1201(a), or subchapter L, chapter 1 of the Code, whichever is applicable, over the sum of \$100,000 plus the credits against tax allowed by sections 32, 33, and 38.

(2) The credits against the tax allowed by sections 32, 33, and 38, are—

(c) *Examples.* The application of the exceptions to the imposition of the addition to tax may be illustrated by examples employing the following statement of facts:

STATEMENT OF FACTS

Y, a corporation reporting on a calendar year basis, filed a declaration on April 15, 1965, showing an estimated tax of \$47,100 for its taxable year ending December 31, 1965. The first installment of 4 percent of the estimated tax or \$1,884 was paid with the filing of the declaration, the second installment in the same amount was paid on June 15, 1965, and the third and fourth installments of \$11,775 (25 percent of the estimated tax) each were paid on September 15, 1965, and December 15, 1965, respectively. Y reported a tax liability of \$175,900 on its return due March 15, 1966. There was an underpayment in the amount of \$241.20 on each of the first and second installment dates and \$1,507.50 on each of the third and fourth installment dates determined as follows:

(1) Tax as defined in paragraph (b) of this section (\$175,900—\$100,000)	\$75,900.00
(2) 70% of item (1)	53,130.00
(3) 4% of item (2)	2,125.20
(4) Deduct amount paid on each of the first and second installment dates	1,884.00
(5) Amount of underpayment at each of the first and second installment dates (item (3) minus item (4))	241.20
(6) 25% of item (2)	13,282.50
(7) Deduct amount paid on each of the last two installment dates	11,775.00

(8) Amount of underpayment at each of the third and fourth installment dates (item (6) minus item (7))— \$1,507.50

The application of each exception described in paragraph (a) of this section is determined as follows:

(1) Assume Y reported a liability of \$158,000 on its return for the taxable year ending December 31, 1964. If the estimated tax were \$158,000 reduced by \$100,000, or \$58,000, the amount which would have been required to be paid on or before each of the first and second installment dates would be 4 percent of \$58,000, or \$2,320. The amount which would have been required to be paid on or before each of the third and fourth installment dates would be 25 percent of \$58,000, or \$14,500. Since these amounts exceed the corresponding amounts actually paid on each installment date (\$1,884 and \$11,775, respectively), the exception described in paragraph (a) (1) of this section does not apply.

(2) As the corporation tax rates under section 11 are different for the taxable years ending December 31, 1964, and December 31, 1965, the amount of tax determined under paragraph (a) (2) of this section and the amounts required to be paid on or before each installment date must be determined. The tax liability determined on the basis of the calendar year 1965 rates but on the basis of the calendar year 1964 return is \$151,900 and the estimated tax is \$151,900 less \$100,000, or \$51,900. The amount which would have been required to be paid on or before each of the first and second installment dates would be 4 percent of \$51,900, or \$2,076, and the amount which would have been required to be paid on or before each of the third and fourth installment dates would be 25 percent of \$51,900, or \$12,975. Since these amounts exceed the corresponding amounts actually paid on each installment date (\$1,884 and \$11,775, respectively), the exception described in paragraph (a) (2) of this section does not apply.

(3) Y determined that its taxable income for the first 3, 5, 6, 8, 9, and 11 months was \$87,500, \$155,000, \$185,000, \$246,000, \$288,000, and \$341,000, respectively. The income for each period is annualized as follows:

\$87,500 × 12 ÷ 3 =	\$350,000
\$155,000 × 12 ÷ 5 =	\$372,000
\$185,000 × 12 ÷ 6 =	\$370,000
\$246,000 × 12 ÷ 8 =	\$369,000
\$288,000 × 12 ÷ 9 =	\$384,000
\$341,000 × 12 ÷ 11 =	\$372,000

To determine whether the installment payment made on April 15, 1965, equals or exceeds the amount which would have been required to be paid if the estimated tax were equal to 70 percent of the tax computed on the annualized income for the 3-month period, the following computation is necessary:

	3 months
(1) Annualized income	\$350,000
(2) Tax on item (1) reduced by \$100,000	61,500
(3) 70 percent of item (2)	43,050
(4) 4 percent of item (3)	1,722

To determine whether the installment payments made on or before June 15, 1965, equal or exceed the amount which would have been required to be paid if the estimated tax were equal to 70 percent of the tax computed on the annualized income for either the 3- or 5-month period, the following computation is necessary:

	3 months	5 months
(1) Annualized income	\$350,000.00	\$372,000.00
(2) Tax on item (1) reduced by \$100,000	61,500.00	72,060.00
(3) 70 percent of item (2)	43,050.00	50,442.00
(4) 8 percent of item (3)	3,444.00	4,035.36

To determine whether the installment payments made on or before September 15, 1965, equal or exceed the amount which would have been required to be paid if the estimated tax were equal to 70 percent of the tax computed on the annualized income for either the 6- or 8-month period, the following computation is necessary:

	6 months	8 months
(1) Annualized income	\$370,000.00	\$369,000.00
(2) Tax on item (1) reduced by \$100,000	71,100.00	70,620.00
(3) 70 percent of item (2)	49,770.00	49,434.00
(4) 33 percent of item (3)	16,424.10	16,313.22

To determine whether the installment payments made on or before December 15, 1965, equal or exceed the amount which would have been required to be paid if the estimated tax were equal to 70 percent of the tax computed on the annualized income for either the 9- or 11-month period, the following computation is necessary:

	9 months	11 months
(1) Annualized income	\$384,000.00	\$372,000.00
(2) Tax on item (1) reduced by \$100,000	77,820.00	72,060.00
(3) 70 percent of item (2)	54,474.00	50,442.00
(4) 58 percent of item (3)	31,594.92	29,256.36

The total amounts of all payments of estimated tax actually paid on or before the installment dates of April 15, 1965, June 15, 1965, September 15, 1965, and December 15, 1965, are \$1,884, \$3,768, \$15,543, and \$27,318, respectively. Since the total amounts of estimated tax actually paid on the first and second installment dates (April 15, 1965, and June 15, 1965) exceed the amounts required to be paid on such dates if the estimated tax were 70 percent of the tax determined by placing on an annualized basis the taxable income for the first 3 months of the taxable year, the exception described in paragraph (a) (3) of this section applies and no addition to tax will be imposed for the installments paid on April 15, 1965, and June 15, 1965. However, since the total amount of all payments of estimated tax actually paid on or before the third and fourth installment dates (September 15, 1965, and December 15, 1965) does not equal or exceed the applicable alternative amounts, the addition to the tax with respect to the underpayment of the September 15, 1965, and December 15, 1965, installments must be imposed.

(d) *Determination of taxable income for portion of taxable year.* In determining the applicability of the exception described in paragraph (a) (3) of this section, there must be an accurate determination of the amount of income and deductions for the appropriate period, that is, for the first 3, 5, 6, 8, 9, or 11 months of the taxable year. See paragraph (d) (1) of § 1.6654-2 for a description of a similar requirement with respect to individuals.

(Sec. 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805))

[F.R. Doc. 64-11247; Filed, Nov. 3, 1964; 8:47 a.m.]

Title 39—POSTAL SERVICE

Chapter 1—Post Office Department

PART 112—RATES AND CONDITIONS FOR SPECIFIC CLASSES

PART 168—DIRECTORY OF INTERNATIONAL MAIL

Miscellaneous Amendments

Part 112 is amended as follows:

In § 112.4 *Printed matter*, amend the table in paragraph (b)(1) so as to change the printed matter weight limitation for Peru from 11 pounds to 33 pounds.

NOTE: The corresponding Postal Manual section is 222.421.

Part 168 is amended as follows:

I. In § 168.1 *Postal Union mail*, amend the table in paragraph (a)(1) so as to change the printed matter weight limitation for Peru from 11 pounds to 33 pounds.

II. In § 168.5 *Individual country regulations*, make the following changes:

1. In country "Czechoslovakia", under Parcel Post, (29 F.R. 7509) add the following paragraph to the item *Observations*:

The foregoing gift parcel regulations do not apply to parcels mailed by or addressed to Czechoslovak citizens, visiting the United States containing only articles belonging to them and intended for their personal use. The customs declarations of such parcels, in addition to listing the nature and value of the articles enclosed, must indicate clearly that the contents are the property of a visiting Czechoslovak citizen.

2. In "Iceland", under Postal Union Mail, change the Special delivery data to read as follows:

Special delivery. Yes. See § 168.3 for fees and other conditions.

3. In "Iran", under Postal Union Mail, amend the item *Prohibitions and import restrictions* to read as follows:

Prohibitions and import restrictions. Coins; Iranian banknotes; manufactured or unmanufactured platinum, gold or silver; precious stones, jewelry, and other precious articles.

Banknotes other than Iranian may be imported only with the permission of the Bank Melli Iran.

Articles prohibited or restricted as parcel post are prohibited or restricted in the postal union mail.

4. In "Kuwait", under Parcel Post, make the following changes:

a. Amend the data respecting Sealing to read as follows:

Sealing. Insured parcels must, and ordinary parcels may be sealed.

b. Change the information on Insurance to read Yes.

c. Under the Postal forms required information, the reference to 2 Form 2966 is changed to 1 Form 2966.

d. Strike out "Indemnity. No provision" and insert in lieu thereof the following:

Insurance. The following insurance fees and limits of indemnity apply:

Limit of indemnity:	Fee, cents
Not over \$10.....	20
From \$10.01 to \$25.....	25
From \$25.01 to \$50.....	35
From \$50.01 to \$100.....	55
From \$100.01 to \$165.....	60

Print on the wrapper, near the "Insured" endorsement and number, the amount for which the parcel is insured. This amount shall be shown in United States currency and in gold francs. The indication in United States currency shall be in figures and in letters spelled out in full, and the gold franc equivalent in figures only, as shown in the following example:

INSURED VALUE

\$25.75 (U.S.)

TWENTY-FIVE DOLLARS AND SEVENTY-FIVE CENTS

77.25 GOLD FRANCS

Show the insured value in United States currency (figures only) in the appropriate space on the dispatch note (Form 2972).

See Part 133, for method of converting United States currency into gold francs and for general information on insurance.

The insurance of parcels containing coins, banknotes, currency notes, or any kind of securities payable to bearer, platinum, gold, or silver, whether manufactured or unmanufactured, precious stones, jewelry, or other precious articles is obligatory.

5. Country "Southern Rhodesia" (29 F.R. 258) is changed to read "Rhodesia"; Country "Northern Rhodesia" is changed to read "Zambia". These two countries should be placed in their new alphabetical order.

6. In "Union of Soviet Socialist Republics", under Parcel Post, amend the third paragraph under *Prohibitions and import restrictions* by inserting "chewing gum" before "perishable foods".

7. In "Venezuela (Republic of)", under Postal Union Mail, change the Special delivery information to read as follows:

Special delivery. Yes. See § 168.3 for fees and other conditions.

8. In "Places Not Included in Alphabetical List of Countries" make the following changes:

a. Insert in proper alphabetical order in the listing of places the following:

Ebeye Island, Marshall Islands (U.S. Trust Terr. See Pt. 2 of this chapter).

b. Insert in alphabetical order the following:

Eniwetok, Marshall Islands (U.S. Trust Terr. See Pt. 2 of this chapter).

c. Amend the parenthetical information related to Federation of Rhodesia and Nyasaland to read as follows:

(Rhodesia, Zambia, or Malawi).

d. Insert in alphabetical order the following:

Kwajalein, Marshall Islands (U.S. Trust Terr. See Pt. 2 of this chapter).

e. Insert in alphabetical order the following:

Northern Rhodesia (Zambia).

f. Insert in alphabetical order the following:

Rota, Mariana Islands (U.S. Trust Terr. See Pt. 2 of this chapter).

g. Insert in alphabetical order the following:

Southern Rhodesia (Rhodesia).

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 64-11235; Filed, Nov. 3, 1964; 8:47 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 5—General Services Administration

PART 5-60—CONTRACT APPEALS

Subpart 5-60.2—Rules of the General Services Administration Board of Contract Appeals

Subpart 5-60.2 of Part 5-50, Chapter 5, Title 41 of the Code of Federal Regulations, is revised to read as follows:

Sec.	
5-60.201	Notice of appeal.
5-60.201-1	Filing.
5-60.201-2	Acknowledgment and distribution.
5-60.202	Contents of notices of appeal.
5-60.203	Defective notices of appeal.
5-60.204	Appeal file.
5-60.204-1	Request, preparation, and submission.
5-60.204-2	Documents and index.
5-60.204-3	Availability.
5-60.204-4	Copies.
5-60.204-5	Administrative record.
5-60.204-6	Clerk of the Board.
5-60.205	Scope of appeals.
5-60.206	Untimely appeals.
5-60.207	Representation.
5-60.208	Depositions.
5-60.209	Discovery.
5-60.210	Conferences.
5-60.211	Submission without a hearing.
5-60.212	Hearings.
5-60.213	Absence of a party from hearing.
5-60.214	Nature of hearings.
5-60.215	Examination of witnesses.
5-60.216	Post-hearing submissions.
5-60.217	Transcripts of proceedings.
5-60.218	Submission of additional information at Board's request.
5-60.219	Copies of documents.
5-60.220	Decisions.
5-60.221	Optional accelerated procedure for cases involving sums not in excess of \$5,000.
5-60.222	Reconsideration of decisions.
5-60.223	Extensions of time.
5-60.224	Payment of claims.

AUTHORITY: The provisions of this Subpart 5-60.2 issued under sec. 205(c), 63 Stat. 390; 40 U.S.C. 436(c).

§ 5-60.201 Notice of appeal.

§ 5-60.201-1 Filing.

A notice of appeal must be in writing, should be addressed to the Administrator of General Services, and mailed or

otherwise furnished to the contracting officer. However, where the notice of appeal is addressed to the contracting officer from whose decision the appeal is taken, or to the head of the constituent General Services Administration organization, upon referral the Board will proceed as though the appeal had been made to the Administrator. The notice of appeal must be mailed or otherwise filed within the time specified therefor in the contract, or as allowed in applicable provisions of directives or law. When a notice of appeal is received the recipient shall endorse thereon the date of receipt, and, if mailed, the date of mailing. The envelope in which the notice of appeal was received (whether by mail or by hand delivery) shall be preserved and attached to the notice.

§ 5-60.201-2 Acknowledgment and distribution.

After the Board receives the notice of appeal, it will promptly acknowledge receipt thereof to the appellant, furnishing the appellant with a copy of these rules. The Board simultaneously will furnish copies of the notice of appeal and acknowledgment to the contracting officer, the GSA Central Office service or staff office concerned, and the appropriate representative of the Office of the General Counsel.

§ 5-60.202 Contents of notices of appeal.

(a) A notice of appeal should indicate that an appeal is intended and should include the following information:

- (1) Identification of contract involved (by number).
- (2) The General Services Administration organization involved in the dispute, e.g., Public Buildings Service, Federal Supply Service, etc.
- (3) The decision from which the appeal is taken, including any findings of fact made in connection therewith.
- (4) The date of the decision.
- (5) The contractual provisions concerned in the dispute.
- (6) The nature of the dispute, and the relief sought by the appellant.

(b) The notice of appeal shall be signed by the appellant personally, if an individual, or if not, by an authorized officer or duly authorized representative of the appellant organization. A supporting brief may be submitted with the notice of appeal, or, if the appellant prefers, may be filed with the Board within 15 days after the mailing or filing of the notice.

§ 5-60.203 Defective notices of appeal.

Where the Board finds that a notice of appeal does not comply with the requirements of § 5-60.202, the appellant will be notified in writing promptly of such deficiency. Appellant's failure thereafter to perfect the appeal expeditiously will result in a written demand by the Board that appellant show cause why the appeal should not be dismissed, and such dismissal will ensue unless the appellant, within the time prescribed by the Board, furnishes a satisfactory explanation for his delay.

§ 5-60.204 Appeal file.

§ 5-60.204-1 Request, preparation, and submission.

The contracting officer will submit to the Board through the Central Office service or staff office concerned and through the Office of the General Counsel the following documents and information (herein referred to as the "appeal file") as promptly as possible after receipt of the Board's request therefor, and in any event so as to reach the Board within 30 days after such receipt.

§ 5-60.204-2 Documents and index.

(a) The appeal file should include the originals or copies of all documents pertinent to the appeal, together with an index listing the documents. There should be included:

- (1) The decision from which the appeal is taken, including any findings of fact made in connection therewith.
- (2) The invitation for bids, the contract, pertinent plans, specifications, amendments, and change orders.
- (3) Correspondence between the parties.
- (4) Transcripts of any testimony taken during the course of any proceedings conducted on the dispute prior to the filing of the appeal.
- (5) Such additional information as may be considered material.

(6) A statement of the position relied on by the Government with regard to the issues presented by the appeal.

(b) A copy of the index listing the documents in the appeal file and of the statement of position relied upon by the Government shall be furnished the appellant by the Board when the appeal file is received.

§ 5-60.204-3 Availability.

The appeal file will be available for inspection by the parties or their representatives at the Board's offices. A duplicate appeal file will also be available for such inspection at the office of the contracting officer in the regional office. The contracting officer will notify the Board whenever the appellant makes inspection of his appeal file, furnishing dates, names, and other relevant information.

§ 5-60.204-4 Copies.

Arrangements can be made to furnish an appellant with desired copies of material in the appeal file upon payment of the cost involved. Authority to authenticate or attest such copies is vested in the GSA General Counsel to whom requests for such service should be addressed, with a copy of the request to be furnished the Board.

§ 5-60.204-5 Administrative record.

(a) *Contents.* The administrative record shall include the submissions to the Board by the parties to the appeal, the Board's correspondence file pertaining to the appeal, the transcript of any proceeding, and the written memorials of any other action taken by the Board with respect to the appeal.

(b) *Availability.* The administrative record shall be available for inspection by

the parties or their representatives at the Board's offices.

(c) *Copies.* Copies of material in the administrative record shall be available upon the same basis as that set forth in § 5-60.204-4 for copies of documents in the appeal file.

§ 5-60.204-6 Clerk of the Board.

The Board's Clerk maintains central control of all records pertaining to the Board's activities, and is prepared to handle inquiries concerning same. In the interest of convenience, prior arrangements for inspection of any appeal file at the Board's Washington office or for inspection of any administrative record and for desired copies of material in such files or records should be made with the Clerk.

§ 5-60.205 Scope of appeals.

Where an appeal is within the jurisdiction of the Board, it will, in its discretion, hear, consider, and make decisions on all questions necessary for the complete adjudication of the issues. Defenses which go to the jurisdiction of the Board will be raised by motion. Filing of motions to dismiss for lack of jurisdiction shall not be unreasonably delayed. Normally, motions to dismiss for lack of jurisdiction shall, upon application of either party, be heard and determined before oral hearing on the merits. The Board, however, has the right at any time to determine its lack of authority to proceed in a particular case. Appeals not falling within the scope of the Board's jurisdiction will be formally dismissed.

§ 5-60.206 Untimely appeals.

Where the Government contends that a notice of appeal was not filed within the time specified, or where the Board itself decides that a question concerning timeliness of the appeal is present, the Board's initial consideration will be limited to such jurisdictional question. Accordingly, the Board shall not consider the merits of the appeal if the submission was in fact untimely. If the Board determines that a notice of appeal was filed untimely, it shall dismiss the appeal, giving appropriate notice of such action to the parties.

§ 5-60.207 Representation.

An appellant may appear before the Board in person, or may be represented by counsel or by any other duly authorized representative.

§ 5-60.208 Depositions.

(a) Upon agreement of the parties, the testimony of any person may be taken by deposition for use as evidence in the appeal proceedings. The deponent may be examined on any matter, not privileged, which is relevant to the subject of the appeal. Testimony taken by deposition shall not be considered as evidence in the appeal until such testimony is offered and received in evidence at the oral hearing. If oral hearing has been waived and the appeal is submitted on the record pursuant to the Board's rules, the deposition shall be considered in evidence before the Board, unless any

objection made thereto shall have been sustained. Objection may be made at the oral hearing or on submission on the record to receiving in evidence any deposition or any part thereof on the ground that it does not qualify for admission or upon any other ground which would require the exclusion of the evidence if the witness were orally testifying before the Board. Opportunity for rebuttal of relevant evidence contained in a deposition which is received in evidence shall be accorded the adverse party.

(b) Depositions shall be taken before any person authorized to administer oaths by the laws of the United States or of the state where the examination is held. Each deposition shall show the Board's docket number and style of the proceeding, the place and date of taking, the name of the deponent and the names of all persons present. The person taking the deposition shall certify thereon that the witness was duly sworn by him and that the deposition is a true record of the testimony given by the witness.

(c) Depositions may be taken upon oral examinations or upon written interrogatories.

§ 5-60.209 Discovery.

(a) Upon written motion filed with the Board, appellant may move for access to official records in the custody of the General Services Administration for the inspection or production of records, not privileged, which constitute or contain evidence regarding any matter which is relevant to the subject matter involved in the appeal.

(b) The motion shall identify with reasonable particularity the document desired and in what respect it is relevant to the issues of the case in terms of discovery. No record furnished in response to a motion shall become evidence until offered and received in evidence. Motions for an order of discovery shall be filed with the Board prior to oral hearing.

(c) Privileged records are those (1) relating solely to internal management, (2) confidential by law, (3) security classified, and (4) whose release is otherwise not in the public interest.

(d) Records, as used in this subpart, include, but are not limited to, documents, papers, books, and letters.

§ 5-60.210 Conferences.

(a) The Board may, upon the request of either party, or in its own discretion, arrange for the holding of a conference at a time and place specified by the Board to consider the following:

(1) Simplification of the issues.
(2) Possibility of obtaining stipulations, admissions of fact, and agreement respecting the introduction of documents.

(3) Limitation of the number of expert witnesses.

(4) Such other matters as may facilitate disposition of the appeal.

(b) A memorandum report by the Board member who conducted the conference shall be included in the appeal file.

§ 5-60.211 Submission without a hearing.

Where neither party desires a hearing, and the Board does not require one, the Board's decision will be based upon the available record as furnished by the parties.

§ 5-60.212 Hearings.

The Board shall grant a hearing at the request of either party, or in its own discretion may order that a hearing be held. The parties will be given a minimum of 15 days' notice in writing of the time and place of the hearing. Unless there is substantial justification shown for holding the hearing elsewhere, it will be held in the General Services Building, Washington, D.C. The hearing will be presided over by a designated member of the Board panel which is to render the decision.

§ 5-60.213 Absence of a party from hearing.

The unexcused absence of a party or his authorized representative at the time and place set for the hearing will not be the occasion for delay of the hearing. In such event, the hearing will proceed and the case will be regarded as submitted on the record by the absent party.

§ 5-60.214 Nature of hearings.

Hearings will be as informal as reasonably permissible, and will seek to provide the Board with the pertinent facts and the positions of the parties as a basis for the Board's decision or recommendation. The parties may offer such relevant evidence or argument as they deem appropriate, subject, however, to the exercise of reasonable discretion by the presiding member of the Board in supervising the extent and manner of presenting such evidence. The weight to be attached to any evidence presented will be determined by the Board.

§ 5-60.215 Examination of witnesses.

Witnesses will not be required to testify under oath. However, if circumstances so warrant, the presiding Board member may warn the witness that his statements may be subject to the provisions of Title 18, U.S.C. secs. 287, 1001, and any other provisions of law imposing penalties for knowingly making false representations in connection with claims against the United States or in any matter within the jurisdiction of any department or agency thereof.

§ 5-60.216 Post-hearing submissions.

(a) Either party may submit, or at the direction of the Board shall submit, a brief or memorandum to be filed within a period of time, not to exceed 30 days, to be fixed by the presiding Board member. The other party will be afforded opportunity for rebuttal within a similar time limitation to be established as aforesaid. In appropriate cases, the Board may direct the filing of simultaneous briefs within a period of time to be designated by the presiding Board member.

(b) Each party will furnish the Board with a copy of his posthearing submission, serve the other party with a copy

thereof, and give the Board due notice of such service. The Board thereupon will consider the appeal submitted for decision unless the Board, in its own discretion, or in response to a request from either party, should decide that a further development of the issues is necessary.

§ 5-60.217 Transcripts of proceedings.

Hearings shall be reported verbatim unless the Board orders otherwise. Copies of transcripts of proceedings can be obtained by appellants by ordering same from the public reporter and paying the cost thereof. Copies of such transcripts will be made available by the Board to the General Services Administration, and to other interested Government agencies upon their request.

§ 5-60.218 Submission of additional information at Board's request.

The Board may, at any stage of an appeal proceeding, request either party to furnish any information the Board deems necessary or desirable in connection with its consideration of the appeal. Submission thereof shall be made within a time limit to be specified by the Board.

§ 5-60.219 Copies of documents.

(a) Copies of documents will be accepted in evidence in lieu of submission of original documents where such submission is not practicable. After a decision has become final, any documents not needed for the appeal file will be returned to the parties upon request.

(b) All documents presented at any stage of an appeal, except for the notice of appeal and its supporting brief, if any, must be submitted in triplicate, including, specifically, documents offered in evidence at a hearing.

§ 5-60.220 Decisions.

(a) The Board's decision will be made in writing. The appellant will be furnished a copy of such decision by letter sent certified mail, return receipt requested, to appellant's last address of record. Copies of the decision will also be sent to appropriate officials of the General Services Administration.

(b) In certain instances, where circumstances warrant, the decisions of the Board will be in summary form. In those instances where the Administrator of General Services has reserved the right to make the decision on the appeal, the appellant will be notified thereof by letter signed by the Administrator.

§ 5-60.221 Optional accelerated procedure for cases involving sums not in excess of \$5,000.

(a) An appeal involving sums not in excess of \$5,000 shall be handled under this rule at the written request of either party, subject to the concurrence of the other party.

(b) The appeal will be decided on the basis of the available record as furnished by the parties unless a hearing has been requested by either party, or unless the Board orders a hearing.

(c) The appeal shall be decided by the chairman of the panel to which the appeal has been assigned. For this pur-

pose, the chairman of the panel is vested with all the authority and power of the full Board to hear, consider, and decide the appeal. At the discretion of the panel chairman, the panel shall participate in the decision.

(d) Under this accelerated procedure the decision will be issued on an expedited basis, without regard to its normal position on the docket, and will be rendered in summary form unless other action appears indicated.

§ 5-60.222 Reconsideration of decisions.

A request for reconsideration of a decision may be filed in writing with the Board by either party within 30 days after the date of receipt of a copy of such decision. This filing requirement means that the request for reconsideration must actually be delivered to and be on file with the Board on or before the expiration of such 30-day period. Such a request will be considered if based upon (a) newly discovered evidence, or (b) a point of law, and must set forth specifically the grounds relied upon to sustain same. Either party may ask permission to present oral argument in support of his request, but such argument will be heard by the Board only in those cases in which three members of the Board agree that this should be done.

§ 5-60.223 Extensions of time.

The Board may grant time extensions except with respect to the filing of a notice of appeal and the filing of a request for reconsideration, respectively.

§ 5-60.224 Payment of claims.

In cases where the Board finds in favor of the appellant, claims shall not be paid by the Office of Data and Financial Management, OFA, General Services Administration, before 30 days after the date of the Board's decision unless, prior thereto, the Director of Data and Financial Management is notified that the Government does not intend to request reconsideration of the appeal. If the Government requests reconsideration, payment shall be withheld pending the Board's final ruling on the matters involved in such request.

Effective Date. November 2, 1964.

Dated: October 29, 1964.

LAWSON B. KNOTT, Jr.,
Acting Administrator
of General Services.

[F.R. Doc. 64-11243; Filed, Nov. 3, 1964;
8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 15565; FCC 64-982]

PART 89—PUBLIC SAFETY RADIO SERVICES

Power and Antenna Height Limitations

Report and order. 1. The Commission issued a notice of proposed rule making in the above-entitled matter which was

duly published in the *FEDERAL REGISTER* (July 22, 1964, 29 F.R. 9844) inviting comments in favor of or in opposition to the amendment proposed therein. The date for submitting such comments has passed, and all those which were timely filed have been considered by the Commission in reaching its determinations set forth below.

2. Section 89.259(g) (5) of the Commission's rules limits both the power and antenna height on thirty-five of the fifty-seven frequencies in the 152-162 Mc/s band allocated to the Local Government Radio Service. Paragraph (g) (5) reads as follows:

"The power which may be used for operation on these frequencies may not exceed 180 watts plate input power to the final radio frequency stage and the antenna height may not exceed 50 feet above ground level at the antenna location."

3. The proposal to delete the power and antenna height limitations contained in § 89.259(g) (5) was supported by those submitting comments.¹ It was agreed by all those commenting that the proposed change would, if adopted, promote a more efficient utilization of frequencies assigned to the Local Government Radio Service. It was also pointed out in the comments that the proposed change would assist the various coordinating committees which frequently in the past have had difficulty finding a suitable frequency for a Local Government system because of the limitations.

4. Since Part 89 of the Commission's Rules has recently been amended (1) to permit Local Government applicants to follow the Frequency Advisory Committee procedure, and (2) to require all applicants to specify the actual minimum power and antenna height required for satisfactory operation, the limitations contained in § 89.259(g) (5) are no longer needed. Furthermore, they only serve as an impediment to the optimum utilization of the frequencies involved. Therefore, the limitations are being deleted as proposed.

5. In view of the foregoing: *It is ordered*, That pursuant to the authority contained in sections 4(i) and 303 of the Communications Act of 1934, as Amended, Part 89 of the Commission's rules is amended as set forth below.

It is further ordered, That this amendment is effective December 7, 1964.

Adopted: October 28, 1964.

Released: October 30, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,²

[SEAL] BEN F. WAPLE,
Secretary.

Part 89 of the Commission's rules is amended as follows:

In § 89.259, the frequency table in paragraph (f) is amended by the deletion of limitation designator 5 wherever it appears in the third column, and the text of paragraph (g) (5) is deleted and

¹ The California State Communications Advisory Board. The City of San Diego. International Municipal Signal Association. International Association of Fire Chiefs.

² Commissioner Bartley absent.

the word "[Reserved]" is inserted in lieu thereof as follows:

§ 89.259 Frequencies available to the Local Government Radio Service.

* * * * *

(g) * * *

(5) [Reserved]

(Secs. 4, 303, 48 Stat. 1066, as amended, 1082, as amended; 47 U.S.C. 154, 303)

[F.R. Doc. 64-11270; Filed, Nov. 3, 1964;
8:49 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Noxubee National Wildlife Refuge, Mississippi

The following special regulation is issued and is effective on date of publication in the *FEDERAL REGISTER*.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

MISSISSIPPI

NOXUBEE NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Noxubee National Wildlife Refuge, Mississippi, is permitted only on the area designated by signs as open to hunting. This open area, comprising 42,930 acres, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer subject to the following conditions:

(1) The open season for hunting deer on the refuge is from November 20 through November 28, 1964; and from December 26, 1964, through January 2, 1965, excluding Sundays.

(2) Only bucks with antlers over 4' long may be taken during the first hunt period from November 20 to November 28. During the second hunt period starting December 26, deer of either sex may be taken until 400 antlerless deer have been killed, after which only bucks with antlers over 4' long may be taken. A total kill quota of 800 deer is established. If this quota is reached during the above open seasons, the refuge hunt will be terminated.

(3) Any type gun may be used except .22 caliber rifles and shotguns smaller than 20 gauge. Shells with buckshot smaller than No. 1 prohibited. Long bows permitted.

(4) The use of dogs is not permitted.

(5) All deer killed must be checked at one of the designated check stations and all antlerless deer must be tagged before successful hunters leave the refuge.

The provisions of this special regulation supplement the regulations which

RULES AND REGULATIONS

govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 2, 1965.

W. L. TOWNS,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 64-11244; Filed, Nov. 3, 1964;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 1005]

[Docket No. AO-177-A23]

MILK IN TRI-STATE MARKETING AREA

Notice of Hearing on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of a public hearing to be held at the Daniel Boone Hotel, Washington and Capitol Streets, Charleston, W. Va., beginning at 10:00 a.m., on November 13, 1964, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Tri-State marketing area.

The public hearing is for the purpose of receiving evidence with respect to the economic and emergency marketing conditions which relate to the proposed amendments, hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreement and to the order.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

Proposed by Dairymen's Cooperative Sales Association, Huntington Interstate Milk Producers' Association and Southeastern Ohio Cooperative Dairy Sales Association:

Proposal No. 1. Amend § 1005.51 to provide for an addition to the Class I price of 25 cents per hundredweight for December 1964 through March 1965.

Proposed by the Milk Marketing Orders Division, Agricultural Marketing Service:

Make such changes as may be necessary to make the entire marketing agreement and the order conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and the order may be procured from the Market Administrator, P.O. Box 33, 19 Locust Street, Gallipolis, Ohio, 45631, or from the Hearing Clerk, Room 112-A, Administration Building, United States Department of Agriculture, Washington, D.C., 20250, or may be there inspected.

Signed at Washington, D.C., on October 29, 1964.

CLARENCE H. GIRARD,
Deputy Administrator.

[F.R. Doc. 64-11238; Filed, Nov. 3, 1964; 8:47 a.m.]

[7 CFR Part 1101]

MILK IN KNOXVILLE, TENN., MARKETING AREA

Notice of Proposed Suspension of Certain Provision of Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provision of the order regulating the handling of milk in the Knoxville, Tennessee, marketing area is being considered.

The provision proposed to be suspended is: In § 1101.12 (a) and (b) the language, "(a) any day during the months of March through August, or (b) on not more than 10 days during the month in any other months of the year," relating to the 10-day limit on diverting the milk of any producer in each of the months of September through February.

The proposed suspension would enable handlers to divert unlimited excess milk supplies to manufacturing outlets during all months of the year without causing any producer to lose his status as a producer under the order or to lose credit in the computation of his base on his milk deliveries during the months of September through February.

All persons who desire to submit written data, views, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112-A, Administration Building, United States Department of Agriculture, Washington, D.C., 20250, not later than three days from the date of publication of this notice in the *FEDERAL REGISTER*. All documents filed should be in duplicate.

All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Signed at Washington, D.C., on October 29, 1964.

CLARENCE H. GIRARD,
Deputy Administrator.

[F.R. Doc. 64-11239; Filed, Nov. 3, 1964; 8:47 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-CE-56]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation and Alteration

The Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations to designate controlled airspace at Kearney, Nebr.

Having completed a comprehensive review of airspace requirements at Kearney, Nebr., the Federal Aviation Agency proposes to establish a control zone and a transition area at Kearney, Nebr.

The proposed Kearney control zone would be designated to comprise that airspace within a 5-mile radius of the Kearney Municipal Airport (latitude 40°43'36" N., longitude 99°00'31" W.), and within 2 miles each side of the Kearney VOR 192° radial extending from the 5-mile radius zone to a point 8 miles S of the VOR, and within 2 miles each side of the Kearney VOR 343° radial extending from the 5-mile radius zone to a point 8 miles NW of the VOR, and within 2 miles each side of the Kearney VOR 360° radial extending from the 5-mile radius zone to a point 14 miles N of the VOR. The control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Guide.

The proposed transition area would be designated to comprise that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Kearney Municipal Airport (latitude 40°43'36" N., longitude 99°00'31" W.), and within 5 miles E and 8 miles W of the Kearney VOR 192° radial extending from the VOR to a point 12 miles S, and within 5 miles E and 8 miles W of the Kearney VOR 343° radial extending from the VOR to a point 12 miles N, and within 5 miles E and 8 miles W of the Kearney VOR 360° radial extending from the VOR to a point 18 miles N.

Kearney Municipal Airport, Kearney, Nebr., meets the communications, navigation aid, and instrument approach criteria for the establishment of a control zone. The designated control zone and control zone extensions would provide protection for aircraft executing prescribed arrival and departure procedures at the Kearney Municipal Airport during the hours of operation of the weather reporting service to be provided by duly certificated personnel of Frontier Airlines and the Nebraska State Weather Bureau. The normal hours for the taking of these weather observations and the dissemination of this information are from 0700 hours to 2200 hours local time daily. However, in the case of airline schedule changes, these hours may be changed. Normally, 30 days notice will be given in case of change. Notice of the change will be given by Notice to Airmen and published in the Airman's Guide.

A public instrument approach procedure is to be established at this location. The proposed transition area would provide protection for aircraft executing prescribed instrument approach procedures, departure procedures, and holding at the Kearney Municipal Airport.

Specific details of procedures and minimum instrument flight rule altitudes that would be required may be examined

by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued at Kansas City, Mo., on October 23, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 64-11221; Filed, Nov. 3, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-19]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations which would alter the control zone at Columbus, Georgia (Lawson AAF) and the Columbus, Georgia, transition area.

The Columbus, Ga. (Lawson AAF) control zone is presently designated within a 5-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the Lawson AAF VOR 021° radial, extending from the 5-mile radius zone to 5.5 miles N of the airport; within 2 miles each side of the Lawson VOR 206° radial, extending from the 5-mile radius zone to 8 miles SW of the Columbus RBN; and within 2 miles each side of the Lawson VOR 341° radial, extending from the 5-mile radius zone to 6 miles N of the airport, excluding the portion within R-3002.

The Columbus, Ga., transition area is presently designated as that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Muscogee County Airport, Columbus, Ga. (latitude 32°30'55" N., longitude 84°-

56'25" W.); within 2 miles each side of the Columbus VOR 329° and 149° radials, extending from the Muscogee County Airport 7-mile radius area to 8 miles NW of the VOR; within a 9-mile radius of Lawson AAF, Columbus, Ga. (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the 204° bearing from the Columbus RBN, extending from the Lawson AAF 9-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by the arc of a 50-mile radius circle centered at the Atlanta, Georgia Municipal Airport (latitude 33°38'42" N., longitude 84°25'37" W.), on the E by V-97, on the S by V-56, and on the NW by V-20; that airspace W of Lawson AAF bounded by a line beginning at latitude 32°06'55" N., longitude 84°48'25" W., clockwise around the arc of a 19-mile radius circle centered at Lawson AAF to latitude 32°37'00" N., longitude 85°01'03" W., to point of beginning; and within 8 miles SW and 5 miles NE of the Columbus VOR 329° radial, extending from the VOR to 12 miles NW, excluding the portions within R-3002.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Columbus, Ga., terminal area, proposes the airspace actions hereinafter set forth.

1. The Columbus, Ga. (Lawson AAF), control zone would be redesignated within a 5-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the Lawson AAF VOR 021° radial, extending from the 5-mile radius zone to 5.5 miles N of the airport; within 2 miles each side of the Lawson AAF VOR 209° radial, extending from the 5-mile radius zone to 5.5 miles SW of the Columbus RBN; within 2 miles each side of the Lawson AAF VOR 341° radial, extending from the 5-mile radius zone to 6 miles N of the airport; within 2 miles each side of the 214° bearing from the Columbus RBN, extending from the 5-mile radius zone to 5.5 miles SW of the RBN, excluding that portion within R-3002.

2. The Columbus, Ga., transition area would be designated as that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Muscogee County Airport (latitude 32°30'55" N., longitude 84°56'25" W.); within a 9-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 8 miles W and 5 miles E of the Columbus VOR 329° and 149° radials, extending from the 7-mile and 9-mile radius areas to 12 miles NW of the VOR; within 2 miles each side of the 214° bearing from the Columbus RBN, extending from the 9-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Lawson AAF VOR 209° radial, extending from the Lawson 9-mile radius area to 8 miles SW of the Columbus RBN; and that airspace extending upward from 1200 feet above the surface bounded on the NE by the arc of a 50-mile radius circle centered at the Atlanta (Georgia) Airport (latitude 33°38'42" N., longitude 84°-

25'37" W.), on the E by V-97, on the S by V-56 and the arc of a 26-mile circle centered at Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.) and on the NW by V-20; and that airspace west of longitude 84°45'00" W. within a 26-mile radius of Lawson AAF; excluding the portions within R-3002.

The floors of airways which traverse the transition areas proposed herein would automatically coincide with the floors of the transition area.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or present landing minimums be adversely affected.

Specific details of the changes to minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Southern Region, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Director, Southern Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within thirty days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)).

Issued in East Point, Ga., on October 19, 1964.

PAUL H. BOATMAN,
Acting Director, Southern Region.

[F.R. Doc. 64-11222; Filed, Nov. 3, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SW-52]

CONTROL ZONES, TRANSITION AREAS AND CONTROL AREA EXTENSION

Proposed Alteration, Designation and Revocation

The Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations,

which would alter the controlled airspace in the Lubbock, Tex., terminal area.

The following controlled airspace is presently designated in the Lubbock, Tex., terminal area:

1. The Lubbock, Tex., control zone is designated as that airspace within a 5-mile radius of Lubbock Municipal Airport (latitude 33°39'35" N., longitude 101°49'41" W.); within a 5-mile radius of Reese AFB, Lubbock, Tex.; within 2 miles either side of the Lubbock RR E course, extending from Lubbock 5-mile radius zone to the RR; within 2 miles either side of the Lubbock RR N course, extending from the Reese 5-mile radius zone to 8 miles N of the RR; within 2 miles either side of the Lubbock VORTAC 302° and 122° radials, extending from the Lubbock 5-mile radius zone to 10 miles NW of the VORTAC and within 2 miles either side of the 180° bearing from the Lubbock LOM extending from the Lubbock 5-mile radius zone to the LOM.

2. The Plainview, Tex., control zone is designated as that airspace within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34°10'10" N., longitude 101°43'00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

3. The Altus, Okla., control area extension is designated as that airspace bounded on the NE by V-17, on the SE by V-77, on the S by V-102, on the W by V-14 from Lubbock, Tex., to Childress, Tex., and V-114, from Childress, Tex., to Amarillo, Tex., and on the NW by V-12 excluding the portion of this control area extension which coincides with R-5601.

4. The Abilene, Tex., control area extension is designated as that airspace within a 35-mile radius of the Abilene VOR, the airspace N of Abilene bounded on the E by V-77, on the N by V-278 E of Guthrie, Tex., VOR and V-102 W of Guthrie VOR, on the SW by a line 5 miles NE of the Lubbock VOR 101° and the Abilene VOR 327° radials; the airspace NW of Abilene within 8 miles W of the Abilene VOR 344° radial extending from the VOR to 46 miles NW; the airspace SE, S and SW of Abilene bounded on the N by V-94, on the E by V-163, on the S by V-76 N and on the SW by V-76, excluding the portion that coincides with the arc of a 35-mile radius circle centered on the San Angelo, Tex., VOR and on the NW by V-66, and including the airspace W of Abilene within 8 miles N and 12 miles S of the Abilene VOR 266° radial extending from the VOR to the arc of a 35-mile radius circle centered on the Big Spring, Tex., VOR.

5. The Lubbock, Tex., control area extension is designated as that airspace within a 25-mile radius of the Lubbock RR in the SW, NW and NE quadrants of the RR and within a 40-mile radius of the RR in the SE quadrant of the RR; within 12 miles N and 8 miles S of the Lubbock VORTAC 277° radial extending from the Lubbock VORTAC to 48 miles W; within 12 miles NW and 8 miles SE of the Lubbock VORTAC 261° radial extending from the Lubbock VORTAC to

52 miles SW and within 12 miles E and 12 miles W of the Lubbock VORTAC 008° radial extending from the Lubbock VORTAC to 51 miles N.

6. The Big Spring, Tex., control area extension is designated as that airspace within a 35-mile radius of the Big Spring VOR; the airspace NW of Big Spring bounded on the NE by V-76 and on the W by V-81 and V-76; including the airspace N of Big Spring within 12 miles W and 12 miles E of the Webb AFB TACAN 014° radial extending from the 35-mile radius area to 61 miles N of the TACAN. The portion of this control area extension which coincides with R-6309 shall be used only after obtaining prior approval from the appropriate authority.

7. The Matador, Tex., transition area is designated as that airspace extending upward from 1,200 feet above the surface within 9 miles NW and 6 miles SE of the Childress, Tex., VOR 244° radial, extending from 8 miles SW to 19 miles NE of the Matador INT (INT of Childress VOR 244° and Guthrie, Tex., VOR 293° radials), and within 9 miles SE and 6 miles NW of the Childress VOR 244° radial, extending from 8 miles NE to 19 miles SW of the Matador INT.

8. The Plainview, Tex., transition area is designated as that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34°10'10" N., longitude 101°43'00" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Plainview VOR 354° and 174° radials, extending from 7 miles S to 13 miles N of the VOR; within 8 miles SE and 5 miles NW of the Plainview VOR 214° and 034° radials, extending from 7 miles NE to 13 miles SW of the VOR; and within 8 miles W and 5 miles E of the Plainview VOR 006° and 186° radials, extending from 7 miles S to 13 miles N of the VOR.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Lubbock, Tex., terminal area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, proposes the following airspace actions:

1. Redesignate the Lubbock, Tex., control zone as that airspace within a 5-mile radius of Lubbock, Tex., Municipal Airport (latitude 33°39'33" N., longitude 101°49'41" W.); within 2 miles each side of the Lubbock VORTAC 122° radial extending from the Lubbock 5-mile radius zone to the VORTAC; within 2 miles each side of the Lubbock VORTAC 124° radial extending from the Lubbock 5-mile radius zone to 11.5 miles SE of the VORTAC; within 2 miles each side of the 086° bearing from the Lubbock RR extending from the Lubbock 5-mile radius zone to one mile E of the RR, and within 2 miles each side of the Lubbock ILS localizer N course extending from the 5-mile radius zone to the OM.

2. Designate the Reese AFB, Tex., control zone as that airspace within a 5-mile radius of Reese AFB, Tex. (latitude 33°35'56" N., longitude 102°02'36" W.); within 2 miles each side of the Lub-

bock VORTAC 227° radial extending from the Reese AFB 5-mile radius zone to the VORTAC, within 2 miles each side of the Reese AFB TACAN 013° radial extending from the Reese AFB 5-mile radius zone to 6.5 miles N of the TACAN, within 2 miles N of the TACAN, and within 2 miles localizer N course extending from the Reese AFB 5-mile radius zone to 6.5 miles N of the TACAN and within 2 miles each side of the Reese AFB TACAN 168° radial extending from the 5-mile radius zone to 5.5 miles S of Reese AFB, excluding that portion which lies within the Lubbock Municipal Airport control zone. This control zone would be effective during the dates and times established in advance by the publication of Special Notices in the Airman's Guide.

3. Revoke the Matador, Tex., transition area.

4. Revoke the Lubbock, Tex., control area extension.

5. Designate the Lubbock transition area as that airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 33°42'15" N., longitude 101°54'45" W.; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 34°40'00" N., longitude 102°18'00" W.; to latitude 34°40'00" N., longitude 100°45'00" W.; to latitude 34°05'00" N., longitude 101°07'00" W.; to latitude 33°43'00" N., longitude 100°49'00" W.; to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°11'00" N., longitude 101°07'00" W.; to latitude 32°59'00" N., longitude 102°43'30" W.; to latitude 33°09'30" N., longitude 103°01'00" W.; to latitude 33°30'00" N., longitude 103°30'00" W.; to latitude 34°22'00" N., longitude 102°22'00" W.; to point of beginning; excluding that airspace within the Childress, Tex., transition area.

6. Redesignate the Plainview, Tex., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34°10'10" N., longitude 101°43'00" W.).

The floors of the airways and the portions of control area extensions that would traverse the transition areas proposed herein would automatically coincide with the floors of the transition areas. The Altus, Abilene and Big Spring control area extensions will be revoked at a later date as a part of the CAR Amendments 60-21/60-29 program proposed for terminal areas which adjoin the Lubbock terminal area.

The Lubbock control zone is presently designated for the protection of aircraft executing prescribed instrument approach and departure procedures at the Lubbock Municipal Airport and the Reese AFB. It has been determined that improved air traffic control service can be provided by designating separate control zones at the Lubbock Municipal Airport and Reese AFB. The Reese AFB control zone would be part-time since communications and weather services are not available on a full-time basis. The hours of designation of the Reese

AFB control zone would be published in the Airman's Guide. This is necessary to allow for minor variations in the time of designation as dictated by military training activities conducted at Reese AFB.

The proposed designation of the 1,200 foot floor portion of the Lubbock transition area and the revocation of the Lubbock control area extension would raise the floor of controlled airspace beyond the immediate vicinity of the Lubbock Municipal, Reese AFB, and Hale County Airports from 700 to 1,200 feet above the surface, yet the transition areas proposed would provide protection for aircraft executing prescribed instrument holding, arrival and departure procedures within the Lubbock terminal area.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexity would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Fort Worth, Texas.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Agency, Fort Worth, Tex. An informal Docket will also be available for examination at the Office of the Chief, Air Traffic Division.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on October 26, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 64-11223; Filed, Nov. 3, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SW-124]

CONTROL ZONE AND TRANSITION AREAS

Proposed Alteration and Designation

The Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, which would alter the controlled airspace in the Tulsa, Okla., terminal area.

The following controlled airspace is presently designated in the Tulsa, Okla., terminal area:

1. The Tulsa, Okla., control zone is designated as that airspace within a 5-mile radius of Tulsa Municipal Airport (latitude 36°12'01" N., longitude 95°53'15" W.); within 2 miles either side of the Tulsa ILS localizer N course extending from the 5-mile radius zone to the Owasso, Okla., RBN; within 2 miles either side of the Tulsa VORTAC 268° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the ILS localizer S course extending from the 5-mile radius zone to the OM.

2. The Tulsa, Okla., control area extension is designated as that airspace within a 25-mile radius of latitude 36°12'55" N., longitude 95°51'31" W.; that airspace SW of Tulsa bounded on the NW by V-14, on the SE by V-15 and on the SW by V-163; that airspace S of Tulsa bounded on the W and NW by V-15, on the E and SE by a line 5 miles E of and parallel to the McAlester, Okla., VORTAC 008° radial extending from the S boundary of V-74 to the McAlester VORTAC, on E and SE by a line 5 miles E of and parallel to a direct line extending between the McAlester VORTAC and the Dallas, Tex., VORTAC, and on the S by the Sherman, Tex., Perrin AFB control area extension.

3. The Bartlesville, Okla., control area extension is designated as that airspace within a 20-mile radius of the Phillips Airport, Bartlesville, Okla. (latitude 36°45'46" N., longitude 96°00'30" W.).

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Tulsa, Okla., terminal area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, proposes the following airspace actions:

1. Redesignate the Tulsa, Okla., control zone as that airspace within a 5-mile radius of the Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 2 miles each side of the Tulsa ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM, within 2 miles each side of the Tulsa ILS localizer S course extending from the 5-mile radius zone to 1 mile N of the OM, and within 2 miles each side of the Tulsa VORTAC 268° radial extending from the 5-mile radius zone to the VORTAC.

2. Designate the Tulsa, Okla., transition area as that airspace extending upward from 700 feet above the surface within a 9-mile radius of Tulsa, Okla.,

International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 8 miles W and 5 miles E of the Tulsa ILS localizer N course extending from the OM to 12 miles N, and within 8 miles N and 5 miles S of the Tulsa VORTAC 088° radial extending from the 9-mile radius area to 12 miles E of the VORTAC; that airspace extending upward from 1200 feet above the surface within an area bounded by a line beginning at latitude 36°40'00" N., longitude 96°00'00" W., to latitude 36°53'00" N., longitude 95°47'00" W., to latitude 36°48'00" N., longitude 95°30'00" W., to latitude 36°55'00" N., longitude 95°05'00" W., to latitude 36°24'00" N., longitude 95°06'30" W., to latitude 36°12'00" N., longitude 94°28'00" W., to latitude 35°46'00" N., longitude 95°06'30" W., to latitude 35°46'00" N., longitude 95°30'00" W., to latitude 35°11'00" N., longitude 95°55'00" W., thence W along latitude 35°11'00" N., to and counter-clockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W., to longitude 97°18'20" W., to point of beginning.

3. Designate the Okmulgee, Okla., transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Okmulgee, Okla., airport (latitude 35°39'45" N., longitude 95°56'45" W.); and within 8 miles S and 5 miles N of the Okmulgee VOR 068° radial extending from the VOR to 12 miles E.

The floors of the airways and the portions of the Tulsa and Bartlesville control area extensions that would traverse the transition areas proposed herein would automatically coincide with the floors of the transition areas.

The proposed alteration of the Tulsa control zone would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Tulsa International Airport.

The proposed designation of the 1,200 foot floor portion of the Tulsa transition area would raise the floor of the controlled airspace beyond the immediate vicinity of Tulsa International and Okmulgee Airports from 700 to 1,200 feet above the surface, yet the transition areas proposed would provide protection for aircraft executing instrument holding, arrival and departure procedures within the Tulsa terminal area.

The revocation of the Tulsa and Bartlesville control area extensions will be accomplished at a later date as a part of the CAR Amendments 60-21/60-29 program proposed for the terminal areas which adjoin the Tulsa terminal area. A part-time control zone is proposed to be designated at Riverside Airport, Tulsa, Okla., in Airspace Docket No. 64-SW-45.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexity would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the

Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Fort Worth, Tex.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Agency, Fort Worth, Tex. An informal Docket will also be available for examination at the Office of the Chief, Air Traffic Division.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on October 27, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 64-11224; Filed, Nov. 3, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-WE-59]

CONTROL ZONE

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations which would alter the Palmdale, Calif., Control Zone.

The Palmdale, Calif., control zone is presently designated within a 5-mile radius of AF Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118°04'54" W.), and within 2 miles either side of the Palmdale VOR 232° radial extending from the 5-mile radius zone to the VOR.

The Federal Aviation Agency proposes to redesignate the Palmdale, Calif., control zone within a 5-mile radius of AF Plant No. 42, Palmdale, California (latitude 34°37'45" N., longitude 118°04'54" W.); within 2 miles each side of the Palmdale VORTAC 045° True radial, extending from the 5-mile radius zone to 9 miles northeast of the VORTAC and within 2 miles each side of the Palmdale VORTAC 079° True radial, extending from the 5-mile radius zone to 5 miles east of the VORTAC.

The Palmdale VOR was relocated to latitude 34°37'52" N., longitude 118°03'47" W., converted to a VORTAC facility and commissioned on August 20, 1964. Relocation and conversion of this facility required changes in instrument approach procedures and the controlled airspace proposed herein would provide protection to aircraft executing prescribed instrument procedures.

This proposal was circularized to the public for informal comment by the Los Angeles Area Office on July 1, 1964, as Case 64-LAX-17.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time; but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. A copy of the docket will also be available for examination at the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90009.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Los Angeles, Calif., on October 7, 1964.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 64-11225; Filed, Nov. 3, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SW-49]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, which would alter the controlled airspace in the Pecos, Tex., terminal area.

The following controlled airspace is presently designated in the Pecos, Tex., terminal area:

The Wink, Tex., transition area is designated as that airspace extending upward from 1,200 feet above the surface within the area bounded by a line be-

ginning at latitude 31°33'40" N., longitude 102°59'10" W.; to latitude 31°26'20" N., longitude 103°01'00" W.; to latitude 31°26'30" N., longitude 103°29'30" W.; to latitude 32°00'00" N., longitude 103°29'30" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 31°34'20" N., longitude 103°03'45" W.; to point of beginning.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Pecos, Tex., terminal area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, proposes the following airspace actions:

Designate the Pecos transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos, Tex., Municipal Airport (latitude 31°23'45" N., longitude 103°30'50" W.); and within 2 miles each side of the Pecos VOR 146° radial, extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 31°40'00" N., longitude 103°29'30" W., to latitude 31°40'00" N., longitude 103°29'30" W., to latitude 31°40'00" N., longitude 103°48'00" W., to latitude 31°09'00" N., longitude 103°48'00" W., to latitude 31°09'00" N., longitude 103°16'00" W., to latitude 31°30'00" N., longitude 103°16'00" W., to latitude 31°30'00" N., longitude 103°29'30" W., to point of beginning; excluding the portion of the 1,200 foot transition area within the Wink, Tex., transition area.

The floors of the airways and the Wink transition area that would traverse the transition area proposed herein would automatically coincide with the floor of the transition area.

The proposed Pecos transition area would provide protection for aircraft executing instrument approach, holding, and departure procedures within the Pecos terminal area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Agency, Fort Worth, Tex. An informal Docket will also be available for examination at

the Office of the Chief, Air Traffic Division.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on October 26, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 64-11226; Filed, Nov. 3, 1964;
8:46 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 64-WA-65]

JET ROUTE

Proposed Designation

The Federal Aviation Agency is considering amendments to Part 75 [New] of the Federal Aviation Regulations which would designate a jet route from Los Angeles, Calif., via existing Jet Route No. 64 to Tuba City, Ariz., thence direct Gunnison, Colo., direct to Denver, Colo.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received within 45 days will be considered by the Administrator before taking action on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments.

Designation of the proposed route would provide an additional route between Los Angeles and Denver which would be 24 miles shorter than the existing routing of jet routes numbers 64 and 10. The proposed route also could be used when unfavorable meteorological conditions prevail on the existing routing of J-60.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

PROPOSED RULE MAKING

Issued in Washington, D.C., on October 27, 1964.

DANIEL E. BARROW,
*Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-11227; Filed, Nov. 3, 1964;
8:47 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 64-WA-66]

JET ROUTE

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 75 [New] of the Federal Aviation Regulations which would realign Jet Route No. 67 via the direct radial between Newberg, Oreg., and Lakeview, Oreg.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received within 45 days will be considered by the Administrator before taking action on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments.

The realignment of J-67 via the direct radial between Newberg and Lakeview would reduce the present distance between these two points by 6 miles.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on October 27, 1964.

DANIEL E. BARROW,
*Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-11228; Filed, Nov. 3, 1964;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 15598]

TELEVISION BROADCAST STATIONS

Proposed Table of Channel Assignments for Harrisburg, Pa.; Order Extending Time

1. In the Report and Order herein (FCC 64-906, released October 2, 1964) the Commission amended § 73.606 of its rules, and terminated the proceeding except that Hudson Broadcasting Corporation, former permittee on Channel 33 at Harrisburg, would be afforded an opportunity to submit a brief and any further data it desired concerning arrangements between it and South Central Educational Broadcasting Council. Such additional material was to be submitted in 30 days.

2. Hudson Broadcasting Corporation has informally requested an extension of time to and including November 6, 1964, for making its additional submission. It appears that this slight extension is warranted.

3. In view of the foregoing: *It is ordered*, This 30th day of October 1964, that the time within which Hudson Broadcasting Corporation may make an additional submission concerning the matters mentioned above is extended, to and including November 6, 1964.

4. This action is taken pursuant to authority found in sections 4(i) and 303 (r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission's rules.

Released: October 30, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-11271; Filed, Nov. 3, 1964;
8:49 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 56296]

AMERICAN ZINC COMPANY OF ILLINOIS

Notice of Qualification as Citizen of United States

OCTOBER 29, 1964.

This is to give notice that pursuant to § 3.21, Customs Regulations, issued under the provisions of section 27A of the Merchant Marine Act, 1920, as amended by the Act of September 2, 1958 (46 U.S.C. 883-1), American Zinc Company of Illinois, 503 Blount Avenue, Knoxville, Tennessee, incorporated under the laws of the State of Maine, did on October 13, 1964, file with the Acting Commissioner of Customs, in duplicate, an oath for qualification of a corporation as a citizen of the United States following the form of oath prescribed in customs Form 1260.

The oath shows that:

(a) A majority of the officers and directors of the corporation are citizens of the United States (list of names, home addresses, and citizenship attached to the oath);

(b) Not less than 90 percent of the employees of the corporation are residents of the United States;

(c) The corporation is engaged primarily in a manufacturing or mineral industry in the United States, or in a Territory, District, or possession thereof;

(d) The aggregate book value of the vessels owned by the corporation does not exceed 10 percent of the aggregate book value of the assets of the corporation; and

(e) The corporation purchases or produces in the United States, its Territories or possessions not less than 75 percent of the raw materials used or sold in its operations.

The Acting Commissioner of Customs, having found this oath to be in compliance with the law and regulations, on October 29, 1964, issued to American Zinc Company of Illinois a certificate of compliance on customs form 1262 as provided in § 3.21(i) of the regulations. The certificate and any authorization granted thereunder will expire three years from the date thereof unless there first occurs a change in the corporate status requiring a report under § 3.21(h) of the regulations.

[SEAL]

LESTER D. JOHNSON,
Acting Commissioner of Customs.

[F.R. Doc. 64-11246; Filed, Nov. 3, 1964; 8:47 a.m.]

Coast Guard

[CGFR 64-72]

JAMES RIVER

Closure to Navigation During Launching of "Lewis and Clark"

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521) and Executive Order 10173, as amended, by Executive Orders 10277 and 10352, I hereby affirm for publication in the FEDERAL REGISTER the order of O. C. Rohnke, Rear Admiral, United States Coast Guard, Commander, Fifth Coast Guard District, who has exercised authority as District Commander, such order reading as follows:

SPECIAL NOTICE JAMES RIVER

Pursuant to the request of the Commandant, Fifth Naval District, Norfolk, Virginia, and under the authority of Title II of the Espionage Act of June 15, 1917 (40 Stat. 220), as amended and Executive Order 10173, as amended, I declare that from 9:00 a.m. e.s.t. until 3:00 p.m. e.s.t. on Saturday the 21st day of November 1964 the following area is a prohibited area and I order that it be closed to any person or vessel due to the launching of "Lewis and Clark" (SSB(N) 644):

The waters of the James River, Norfolk-Newport News Harbor, Virginia, within the coordinates of latitude 36 degrees 59 minutes 34 seconds North, longitude 76 degrees 26 minutes 53 seconds West at the shoreline of Newport News at the foot of 52d Street, Newport News, to a point 500 yards offshore at latitude 36 degrees 59 minutes 27 seconds North, longitude 76 degrees 27 minutes 10 seconds West, thence southeasterly to a point latitude 36 degrees 58 minutes 43 seconds North, longitude 76 degrees 26 minutes 41 seconds West, 500 yards off the shoreline of Newport News at the foot of 32d Street, Newport News, and thence to a point at latitude 36 degrees 58 minutes 48 seconds North, longitude 76 degrees 26 minutes 27 seconds West at Newport News Shipbuilding Pier 8 Light (Light List 2786.5).

This prohibited area will be marked by two special purpose temporary buoys painted with orange and white horizontal bands.

No person or vessel may remain in or enter this prohibited area.

The Captain of the Port, Norfolk-Newport News Area, Virginia, shall enforce this order.

The Captain of the Port may be assisted by employees and facilities of any state or political subdivision thereof or any Federal Agency.

For violation of this order Title II of the Espionage Act of June 15, 1917 (40 Stat. 220), as amended, provides:

If any owner, agent, master, officer, or person in charge, or any member of the crew of any such vessel fails to comply with any regulation or rule issued or order given under the provisions of this title, or obstructs or interferes with the exercise of any power conferred by this title, the vessel, together with her tackle, apparel, furniture, and equipment, shall be subject to seizure and forfeiture to the United States in the same manner as merchandise is forfeited for viola-

tion of the customs revenue laws; and the person guilty of such failure, obstruction, or interference shall be fined not more than \$10,000 or imprisoned not more than two years, or both.

If any other person knowingly fails to comply with any regulation or rule issued or order given under the provisions of this title, or knowingly obstructs or interferes with the exercise of any power conferred by this title, he shall be punished by imprisonment for not more than ten years and may, at the discretion of the court, be fined not more than \$10,000.

Dated: October 27, 1964.

[SEAL]

P. E. TRIMBLE,
Rear Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 64-11249; Filed, Nov. 3, 1964; 8:48 a.m.]

Office of the Secretary

[Dept. Circular, Public Debt Series—No. 12-64]

4 PERCENT TREASURY NOTES OF SERIES D-1966

OCTOBER 29, 1964.

I. *Offering of notes.* 1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, subject to allotment, at par and accrued interest, from the people of the United States for notes of the United States, designated 4 percent Treasury Notes of Series D-1966. The amount of the offering under this circular is \$9,250,000,000, or thereabouts. The following securities maturing November 15, 1964, will be accepted at par in payment or exchange, in whole or in part, for the notes subscribed for, to the extent such subscriptions are allotted by the Treasury:

4½ percent Treasury Notes of Series C-1964;
or

3¾ percent Treasury Notes of Series F-1964.

The books will be open only on November 2, 1964, for the receipt of subscriptions for this issue.

II. *Description of notes.* 1. The notes will be dated November 15, 1964, and will bear interest from that date at the rate of 4 percent per annum, payable semi-annually on May 15 and November 15, 1965, and on May 15, 1966. They will mature on May 15, 1966, and will not be subject to call for redemption prior to maturity.

2. The income derived from the notes is subject to all taxes imposed under the Internal Revenue Code of 1954. The notes are subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but are exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The notes will be acceptable to secure deposits of public moneys. They will not be acceptable in payment of taxes.

4. Bearer notes with interest coupons attached, and notes registered as to principal and interest, will be issued in denominations of \$1,000, \$5,000, \$10,000, \$100,000, \$1,000,000, \$100,000,000, and \$500,000,000. Provision will be made for the interchange of notes of different denominations and of coupon and registered notes, and for the transfer of registered notes, under rules and regulations prescribed by the Secretary of the Treasury.

5. The notes will be subject to the general regulations of the Treasury Department, now or hereafter prescribed, governing United States notes.

III. Subscription and allotment. 1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Office of the Treasurer of the United States, Washington, D.C., 20220. Only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies. Commercial banks, which for this purpose are defined as banks accepting demand deposits, may submit subscriptions for account of customers provided the names of the customers are set forth in such subscriptions. Others than commercial banks will not be permitted to enter subscriptions except for their own account. Subscriptions from commercial banks for their own account will be restricted in each case to an amount not exceeding 50 percent of the combined capital (not including capital notes or debentures), surplus and undivided profits of the subscribing bank. Subscriptions will be received without deposit from banking institutions for their own account, Federally-insured savings and loan associations, States, political subdivisions or instrumentalities thereof, public pension and retirement and other public funds, international organizations in which the United States holds membership, foreign central banks and foreign States, dealers who make primary markets in Government securities and report daily to the Federal Reserve Bank of New York their positions with respect to Government securities and borrowings thereon, Federal Reserve Banks and Government Investment Accounts. Subscriptions from all others must be accompanied by payment (in cash or in securities of the two issues enumerated in paragraph 1 of Section I hereof, which will be accepted at par) of 2 percent of the amount of notes applied for, not subject to withdrawal until after allotment. Registered notes submitted as deposits should be assigned as provided in section V hereof. Following allotment, any portion of the 2 percent payment in excess of 2 percent of the amount of notes allotted may be released upon the request of the subscribers.

2. All subscribers requesting registered notes will be required to furnish appropriate identifying numbers as required on tax returns and other documents submitted to the Internal Revenue Service, i.e., an individual's social security number or an employer identification number.

3. All subscribers are required to agree not to purchase or to sell, or to make any agreements with respect to the purchase or sale or other disposition of any notes of this issue at a specific rate or price, until after midnight November 2, 1964.

4. Commercial banks in submitting subscriptions will be required to certify that they have no beneficial interest in any of the subscriptions they enter for the account of their customers, and that their customers have no beneficial interest in the banks' subscriptions for their own account.

5. The Secretary of the Treasury reserves the right to reject or reduce any subscription, to allot less than the amount of notes applied for, and to make different percentage allotments to various classes of subscribers; and any action he may take in these respects shall be final. Subject to these reservations, all subscriptions from States, political subdivisions or instrumentalities thereof, public pension and retirement and other public funds, international organizations in which the United States holds membership, foreign central banks and foreign States, Federal Reserve Banks and Government Investment Accounts will be allotted in full if the subscriber certifies in writing that at 4 p.m., Eastern Standard Time, October 28, 1964, it owned or had contracted to purchase for value securities of the two issues enumerated in paragraph 1 of Section I hereof in an aggregate amount equal to or greater than the amount of its subscription. If the certification is not made, none of such subscriber's subscription shall be subject to a preferred full allotment. The basis of the allotment will be publicly announced, and allotment notices will be sent out promptly upon allotment.

IV. Payment. 1. Payment at par and accrued interest,¹ if any, for notes allotted hereunder must be made or completed on or before November 16, 1964, or on later allotment. Payment will not be deemed to have been completed where registered notes are requested if the appropriate identifying number, as required by paragraph 2 of Section III hereof, has not been furnished; provided, however, if a subscriber has applied for but is unable to furnish the identifying number by the payment date only because it has not been issued, he may elect to receive, pending the furnishing of the identifying number, interim receipts and in this case payment will be deemed to have been completed. In every case where full payment is not completed, the payment with application up to 2 percent of the amount of notes allotted shall, upon declaration made by the Secretary of the Treasury in his discretion, be forfeited to the United States. Payment may be made for any notes allotted hereunder in cash or by exchange of securities of the two issues enumerated in paragraph 1 of section I hereof, which will be accepted at par. Where payment is made with notes in bearer form, coupons dated November 15, 1964, should be detached and cashed when due. In the case of registered

¹ Accrued interest from November 15 to November 16, 1964, will not be collected.

notes, the final interest due on November 15, 1964, will be paid by check drawn in accordance with the assignments on the notes surrendered, or by credit in any account maintained by a banking institution with the Federal Reserve Bank of its District.

V. Assignment of registered notes. 1. Treasury Notes of Series C-1964 and Series F-1964 in registered form tendered as deposits and in payment for notes allotted hereunder should be assigned by the registered payees or assignees thereof, in accordance with the general regulations of the Treasury Department, in one of the forms hereafter set forth. Notes tendered in payment should be surrendered to a Federal Reserve Bank or Branch or to the Office of the Treasurer of the United States, Washington, D.C., 20220. The maturing notes must be delivered at the expense and risk of the holder. If the new notes are desired registered in the same name as the notes surrendered, the assignment should be to "The Secretary of the Treasury for 4 percent Treasury Notes of Series D-1966"; if the new notes are desired registered in another name, the assignment should be to "The Secretary of the Treasury for 4 percent Treasury Notes of Series D-1966 in the name of _____"; if new notes in coupon form are desired, the assignment should be to "The Secretary of the Treasury for 4 percent Treasury Notes of Series D-1966 in coupon form to be delivered to _____".

VI. General provisions. 1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis and up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for notes allotted, to make delivery of notes on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive notes.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

[SEAL]

DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 64-11248; Filed, Nov. 3, 1964;
8:47 a.m.]

DEPARTMENT OF JUSTICE

Office of Alien Property
JAN ARNOLDUS SCHOUTEN

Notice of Intention To Return Vested Property

Pursuant to section 32(f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate

provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Professor Dr. Jan Arnoldus Schouten, Rozenhof 56, Epe (Geld), The Netherlands; Claim No. 12285; Vesting Order No. 500A-97; \$21.00 in the Treasury of the United States.

Executed at Washington, D.C., October 28, 1964.

For the Attorney General.

[SEAL] ANTHONY L. MONDELLO,
Deputy Director,
Office of Alien Property.

[F.R. Doc. 64-11200; Filed, Nov. 3, 1964;
8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Office of the Secretary

FORT SMITH NATIONAL HISTORIC
SITE, ARKANSAS

Designation of Certain Lands

Whereas Fort Smith, established in 1817 on La Belle Point, Arkansas, at the confluence of the Arkansas and Poteau Rivers, was the site of two forts established during the period of western expansion, principally to maintain peace among several Indian tribes; and

Whereas, following the abandonment of the second fort, which was established in 1838, it became the site of the United States Criminal Court for the Western District of Arkansas where Judge Isaac C. Parker presided and attained national prominence for his court's enforcement of law and order on the Oklahoma frontier; and

Whereas the act of September 13, 1961 (75 Stat. 489), authorizes the establishment of the Fort Smith National Historic Site; and

Whereas the city of Fort Smith, Arkansas, has conveyed by deed of donation all of its right, title, and interest in the land and structures within the boundaries designated as necessary to establish the Site; and

Whereas the Secretary of the Interior has determined that title to substantially all historically significant lands and structures thereon is now vested in the United States and that it is in the public interest that the Site be formally designated and established:

Now, therefore, I, Frank J. Barry, Acting Secretary of the Interior, under and by virtue of the authority vested in me by the act of September 13, 1961 (75 Stat. 489), do designate the lands within the boundaries described in Drawing No. NHS-FS-2001, as revised February 5, 1962, as the Fort Smith National Historic Site, and all lands within such boundaries owned by the United States are hereby set aside for national historic site purposes, to be administered pursuant to the act of August 25, 1916 (39 Stat. 535; 16 U.S.C. secs. 1 and 3), and acts supplementary thereof and amendatory thereto. The lands within such boundaries

which do not now belong to the United States shall become a part of such Site upon acquisition of title thereto by the United States. A copy of the drawing is on file with the FEDERAL REGISTER, and a copy will be kept in the office of the Superintendent, Fort Smith, Arkansas, for public inspection.

Warning is hereby expressly given to all unauthorized persons not to appropriate, injure, destroy, or remove any feature of the national historic site.

In witness whereof, I have hereunto set my hand and caused the official seal of the Department of the Interior to be affixed, in the City of Washington, this 23d day of October 1964.

[SEAL] FRANK J. BARRY,
Acting Secretary of the Interior.

Approved: October 23, 1964,

LYNDON B. JOHNSON,
President of the United States.

[F.R. Doc. 64-11236; Filed, Nov. 3, 1964;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

FLINT HILLS LIVESTOCK SALES, INC.,
ET AL.

Deposting of Stockyards

It has been ascertained, and notice is hereby given, that the livestock markets named herein, originally posted on the respective dates specified below as being subject to the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), no longer come within the definition of a stockyard under said Act and are, therefore, no longer subject to the provisions of the Act.

Name and Location of Stockyard and Date of Posting

Flint Hills Livestock Sales, Inc., Florence, Kans.; June 11, 1959.
Tri-County Livestock Co., Inc., Magee, Miss.; January 24, 1962.
Osage County Sales Ring, Fairfax, Okla.; October 20, 1949.
Pioneer Livestock Auction Co., Wister, Okla.; July 11, 1960.
Waco Livestock Commission Company, Waco, Tex.; May 6, 1957.
Virginia Livestock Market, Inc., Winchester, Va.; March 2, 1959.

Notice or other public procedure has not preceded promulgation or the foregoing rule since it is found that the giving of such notice would prevent the due and timely administration of the Packers and Stockyards Act and would, therefore, be impracticable and contrary to the public interest. There is no legal warrant or justification for not depositing promptly a stockyard which is no longer within the definition of that term contained in the Act.

The foregoing is in the nature of a rule granting an exemption or relieving a restriction and, therefore, may be made effective in less than 30 days after publication in the FEDERAL REGISTER. This

notice shall become effective upon publication in the FEDERAL REGISTER.

(42 Stat. 159, as amended and supplemented; 7 U.S.C. 181 et seq.)

Done at Washington, D.C., this 29th day of October 1964.

H. L. JONES,
Chief, Rates and Registrations
Branch, Packers and Stock-
yards Division, Agricultural
Marketing Service.

[F.R. Doc. 64-11240; Filed, Nov. 3, 1964;
8:47 a.m.]

WENTZ BROTHERS LIVESTOCK AUCTION ET AL.

Proposed Posting of Stockyards

The Chief of the Rates and Registrations Branch, Packers and Stockyards Division, United States Department of Agriculture, has information that the livestock markets named below are stockyards as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 202), and should be made subject to the provisions of the Act.

Wentz Brothers Livestock Auction, Tucson, Ariz.
Salida-Monte Vista Livestock Commission, Co., Inc., Monte Vista, Colo.
Moline Auction Co., Moline, Kans.
Ohio Valley Producers Livestock Association, Inc., Bowling Green, Ky.
Puxico Stockyards and Auction Co., Inc., Puxico, Mo.
Carrington Livestock Auction, Inc., Carrington, N. Dak.
Eastern Washington Horse Auction, Prosser, Wash.

Notice is hereby given, therefore, that the said Chief, pursuant to authority delegated under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), proposes to issue a rule designating the stockyards named above as posted stockyards subject to the provisions of the Act, as provided in section 302 thereof.

Any person who wishes to submit written data, views, or arguments concerning the proposed rule may do so by filing them with the Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., within 15 days after publication hereof in the FEDERAL REGISTER.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places in a manner convenient to the public business (7 CFR 1.27(b)).

Done at Washington, D.C., this 29th day of October 1964.

H. L. JONES,
Chief, Rates and Registrations
Branch, Packers and Stock-
yards Division, Agricultural
Marketing Service.

[F.R. Doc. 64-11241; Filed, Nov. 3, 1964;
8:47 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

ALASKA STEAMSHIP CO.

CERTAIN GOVERNMENT-OWNED VESSELS

Continuance of Bareboat Charters

Three C1-M-AV1 Type Government-owned vessels; continuance of bareboat charters.

Notice in the above-captioned matter appeared in the FEDERAL REGISTER issue of October 9, 1964 (29 F.R. 13978), in which interested persons were given permission to file written objections or request a hearing by close of business on October 28, 1964.

Notice is hereby given that no objections nor requests for a hearing were received; therefore, the findings of the Acting Maritime Administrator are now final.

Dated: October 29, 1964.

By order of the Acting Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 64-11237; Filed, Nov. 3, 1964; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

FEDERAL FINANCIAL ASSISTANCE IN CONSTRUCTION OF NONCOMMERCIAL EDUCATIONAL TELEVISION BROADCAST FACILITIES

Notice of Acceptance for Filing of Applications

Notice is hereby given that effective with this publication the following-described applications, and application amendment, for Federal financial assistance in the construction of noncommercial educational television broadcast facilities are accepted for filing in accordance with 45 CFR 60.7:

Indiana State College Board, Indiana State College, 217 North Sixth Street, Terre Haute, Ind., File No. 80, for the establishment of a new noncommercial educational television broadcasting station on channel 27, Terre Haute, Ind.

Department of Education of the Commonwealth of Puerto Rico, Zequeira Building, Stop 35, Hato Rey, Puerto Rico, File No. 81, to expand the operation of the noncommercial educational television broadcasting stations WIPR-TV operating on channel 3, San Juan, Puerto Rico and WIPM-TV operating on channel 6, Mayaguez, Puerto Rico.

Bay Area Educational Television Association, 525 Fourth Street, San Francisco, Calif., File No. 82, to expand the operation of the noncommercial educational television broadcast station KQED, operating on channel 9, San Francisco, Calif.

Nebraska Educational Television Commission, 12th and R Streets, Lincoln, Nebr., to amend its application, to propose a more powerful transmitter and greater coverage, for a new noncommercial educational television broadcasting station on channel 3, Lexington, Nebr.

Any interested person may, pursuant to 45 CFR 60.8, within 30 calendar days from the date of this publication, file comments regarding the above applications (within 10 calendar days from such publication regarding the above application amendment) with the Director, Educational Television Facilities Program, U.S. Office of Education, Washington, D.C., 20202.

(76 Stat. 64, 47 U.S.C. 390)

RAYMOND J. STANLEY,
Director, Educational Television
Facilities Program, U.S. Office of Education.

[F.R. Doc. 64-11265; Filed, Nov. 3, 1964; 8:49 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 27-39]

CALIFORNIA NUCLEAR, INC.

Notice of Amendment of Byproduct, Source and Special Nuclear Material License

Please take notice that no request for a hearing or petition for leave to intervene has been filed following publication of the notice of proposed issuance of amendment of byproduct, source and special nuclear material license. The Atomic Energy Commission has this date issued Amendment No. 1 to License No. 13-10042-1. The license amendment is in the form set forth in the notice of proposed issuance published in the FEDERAL REGISTER on October 7, 1964, 29 F.R. 13838.

Dated at Bethesda, Md., October 26, 1964.

For the Atomic Energy Commission.

LYALL JOHNSON,
Acting Director,
Division of Materials Licensing.

[F.R. Doc. 64-11201; Filed, Nov. 3, 1964; 8:45 a.m.]

[Docket No. 50-27]

WASHINGTON STATE UNIVERSITY

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 1, set forth below, to Facility License No. R-76. The license authorizes Washington State University (the licensee) to operate its pool-type nuclear reactor located on the University's campus in Pullman, Wash. The amendment authorizes the licensee (1) to remove the 2-inch beam port sections which extend into the pool water when the beam ports are not in use, in accordance with the procedures

described in the application for license amendment dated June 19, 1964, and (2) to operate the reactor without graphite inserts in the major portion of the 2-inch tubes extending through the pool water.

The Commission has found that:

1. The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Ch. I, CFR;

2. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated;

3. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. A request for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the application for license amendment, and (2) a related hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 27th day of October 1964.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Reactor Safety Branch, Division of Reactor Licensing.

FACILITY LICENSE AMENDMENT

[License R-76, Amdt. 1]

1. Facility License No. R-76, which authorizes Washington State University to operate its pool-type nuclear reactor located on the University's campus in Pullman, Washington, is hereby amended by changing the report dated March 31, 1959, entitled "Technical Information on the State College of Washington Research Reactor" and incorporated in the license, as follows:

a. Section 2.3.2—Beam Ports

(1) Change the third paragraph to read: "The four 2-inch ports have extensions in the water up to the face of the core. These extensions may be removed when not in use. They are to be used as exposure ports or as beam ports with suitable collimators."

(2) Change the second sentence of the fourth paragraph to read: "The 2-inch beam ports have no plug in the major portion of

the tube extending through the water. The inner portion of the plug in the concrete shield extends 10 inches into the portion of the tube surrounded by water and has a 1/4-inch thick boron carbide inner surface."

b. Washington State University shall follow the procedures described in the application for license amendment dated June 19, 1964, when removing the extensions from the 2-inch beam ports.

2. This amendment is effective as of the date of issuance.

Date of issuance: October 27, 1964.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Reactor
Safety Branch, Division of Reactor
Licensing.

[F.R. Doc. 64-11202; Filed, Nov. 3, 1964;
8:45 a.m.]

[Docket No. 50-191]

BABCOCK & WILCOX CO.

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 3, set forth below, to Facility License No. CX-19. The license as previously issued authorized The Babcock & Wilcox Company (the licensee) to operate the critical experiment facility (the facility) designated by the licensee as the "Advanced Test Reactor Critical Experiment" situated in Bay No. 1 of the licensee's Critical Experiment Laboratory located near Lynchburg, Virginia.

The license amendment authorizes The Babcock & Wilcox Company to conduct in the facility critical experiments designated by the licensee as the Zero Power Tests for SM-1A Core III, in accordance with the procedures described in the application for license amendment dated October 7, 1964.

The Commission has found that:

1. The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Ch. I, CFR;

2. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated;

3. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. A request for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the application for

license amendment and (2) a related hazards analysis prepared by the Research & Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 27th day of October 1964.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Re-
actor Safety Branch, Divi-
sion of Reactor Licensing.

FACILITY LICENSE AMENDMENT

[License CX-19, Amdt. 3]

1. License No. CX-19, as amended, which authorizes The Babcock & Wilcox Company (the licensee) to operate the Advanced Test Reactor Critical Experiment Facility situated in Bay No. 1 of the licensee's Critical Experiment Laboratory located near Lynchburg, Virginia, is further amended as follows:

A. In addition to the activities previously authorized by the Commission in License No. CX-19, as amended, the licensee is authorized to conduct the Zero Power Tests for SM-1A Core III, in accordance with the procedures described in the application for license amendment dated October 7, 1964, and in accordance with the applicable provisions of License No. CX-19, as amended.

2. This amendment is effective as of the date of issuance.

Date of issuance: October 27, 1964.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Reactor
Safety Branch, Division of Reactor
Licensing.

[F.R. Doc. 64-11203; Filed, Nov. 3, 1964;
8:45 a.m.]

[Docket No. 50-133]

PACIFIC GAS AND ELECTRIC CO.

Notice of Issuance of Amendment to Provisional Operating License

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 7, set forth below, to Provisional Operating License No. DPR-7. The license authorizes the Pacific Gas and Electric Company ("the licensee") to operate its nuclear reactor located in Humboldt County, California, at steady state power levels up to 165 megawatts (thermal). The amendment authorizes the licensee to conduct a 7-day test program to demonstrate power operation of the Humboldt Bay Unit No. 3 reactor at power levels up to 230 megawatts (thermal), as described in the application for license amendment dated April 13, 1964, and supplement thereto dated August 19, 1964. This 7-day test program represents the balance of a 15-day test pro-

gram previously authorized by License Amendment No. 5.

The Commission has found that:

1. The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Ch. I, CFR;

2. Referral of the application to the Advisory Committee on Reactor Safeguards and prior public notice of proposed issuance of this amendment are not necessary since no significant hazard consideration is presented by this amendment;

3. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. A request for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the application for license amendment, and (2) a related hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of the hazards analysis may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 27th day of October 1964.

For the Atomic Energy Commission.

R. L. DOAN,
Director,
Division of Reactor Licensing.

AMENDMENT TO PROVISIONAL OPERATING LICENSE

[License DPR-7, Amdt. 7]

1. Section 4.a. of Provisional Operating License No. DPR-7 issued to Pacific Gas and Electric Company for operation of its nuclear reactor located in Humboldt County, California, is hereby amended by the addition of a second paragraph as follows:

"For the purpose of completing a special test program originally authorized by Amendment No. 5, as described in an application amendment dated July 18, 1963, and further described in an additional application amendment dated April 13, 1964, and supplement thereto dated August 19, 1964, the steady state power level of the reactor may be increased to 230 thermal megawatts for not longer than seven (7) days of power operation. Pacific Gas and Electric Company shall promptly notify the Director, Division of Reactor Licensing, of the completion of the test program."

2. This amendment is effective as of the date of issuance.

Date of issuance: October 27, 1964.

For the Atomic Energy Commission.

R. L. DOAN,

Director,

Division of Reactor Licensing.

[F.R. Doc. 64-11204; Filed, Nov. 3, 1964; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15176 et al.; Order No. E-21458]

TRANSATLANTIC AND TRANSPACIFIC PRIORITY SERVICE MAIL RATE PROCEEDING

Notice of Provisional Findings, Conclusions, and Order

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 28th day of October 1964.

STATEMENT OF PROVISIONAL FINDINGS AND CONCLUSIONS

The Board herewith proposes new final service mail rates for priority air mail,¹ effective October 1, 1964, for the transatlantic operations of Pan American World Airways, Inc. (Pan American), Seaboard World Airlines, Inc. (Seaboard), and Trans World Airlines, Inc. (TWA); and for the transpacific operations (exclusive of West Coast-Hawaii and West Coast-Alaska operations) of Northwest Airlines, Inc. (Northwest), and Pan American. On the basis of considerations discussed in the succeeding sections of this statement, the Board has tentatively determined the fair and reasonable final service mail rate for the transportation of priority mail in transatlantic operations to be 40 cents per mail ton-mile and in transpacific² operations 36 cents per mail ton-mile. This constitutes a reduction of 25.2 percent from the present transatlantic service mail rate of 53.5 cents per mail ton-mile, a reduction of 22.5 percent in Northwest's current rate of 46.44 cents to Tokyo and beyond, and a composite reduction of about 34 percent in Pan American's current transpacific rates of 46.44 cents to Tokyo and 66.05 cents to other Pacific points. We do not in this proceeding propose to change the several West Coast-Hawaii rates.³ We also do not propose in this proceeding to change Northwest's current Seattle/Portland-Anchorage rate of 47 cents.⁴ For the Pacific area as a whole, including West Coast-Hawaii services (but excluding West Coast-Alaska services), and re-

¹ Air mail and air parcel post. Current rates for nonpriority mail are final and not at issue in this proceeding.

² Exclusive of West Coast-Hawaii and West Coast-Alaska operations.

³ These rates will be reviewed and revised as necessary at such time as the basic domestic service mail rate structure is reviewed.

⁴ Northwest's service rate to Alaska will be reviewed in connection with any general review of service mail rates for that area. Pan American's service rate to Alaska was established in a separate docket and is not involved in this proceeding.

flecting an equalization of the San Francisco-Tokyo rate with that for Seattle-Tokyo, we estimate that at the proposed rates Pan American's yield would be 32.35 cents per mail ton-mile and Northwest's would be 35.86 cents.

In terms of 1963 mail volume, we estimate that the transatlantic rate cut will reduce service mail payments by \$6.7 million and the transpacific by \$6.5 million, for a total reduction of \$13.2 million.

The Board proposes to base the computation of mail ton-miles to which the aforesaid rates apply, for mail services rendered between the specified points, on the standard mileages as prescribed in Appendix B, attached hereto. The Board also proposes to authorize voluntary equalization of mail rates under the terms and conditions set forth herein-after.

HISTORY OF PROCEEDING

The present service mail rates for transatlantic operations were established effective January 1, 1955, and for transpacific services effective April 1, 1955. In view of substantial decline since 1955 in the overall unit costs of the transatlantic and transpacific carriers, the Board by letter dated February 10, 1964, informed the carriers that it intended to review the service mail rates applicable to their operations in those areas. On February 17, an informal meeting was held by the Board which was attended by representatives of the interested carriers, the Post Office Department, and the Department of Defense.

On April 10, 1964, the Postmaster General filed a petition for the following service mail rates for transatlantic and transpacific operations:

- From April 10, 1964, to date of Board decision, 22.49 cents per mail ton-mile;
- Thereafter, a multielement service mail rate comprised of a linehaul charge of 20.71 cents per mail ton-mile and a terminal charge of 3.32 cents per pound;
- Computation of mail ton-miles to be based upon standard mileages;
- Equalization of rates to the extent necessary to permit the distribution of mail on the basis of service considerations;
- Authority, subject to Board approval, for the Postmaster General and carriers to establish service mail rates by agreement between the Postmaster General and carriers for mail carriage under such special conditions of service as may be desired by the Postmaster General from time to time.

A series of informal mail rate meetings and conferences⁵ were held, beginning on May 15, participated in by the Board's staff, the carriers, and the Post Office Department. Factual matters bearing on the service mail rates were discussed and technical problems were resolved for establishing a formula that would produce equal service mail pay for any given shipment, regardless of carrier or routing. In light thereof, the Board has reached the tentative findings and conclusions set forth in this Statement.

⁵ The informal meetings culminated in an informal mail rate conference on August 13, 1964, conducted pursuant to the Board's Rules of Practice, particularly 14 CFR 302.311 through 302.321.

DETERMINATION OF THE MAIL RATE

Current rates. The present service mail rate⁶ for transatlantic services of 53.5 cents was established effective January 1, 1955, by Order E-9695, October 27, 1955 (21 C.A.B. 961).⁷ The rates for transpacific services vary according to route.

Routes	Cents per mail ton-mile	
	Pan American	Northwest
Seattle/Portland-Honolulu	32.65	32.65
San Francisco-Honolulu	32.84	
Los Angeles-Honolulu	32.77	
Seattle/Portland-Anchorage		47.00
Seattle/Portland-Tokyo	46.44	46.44
San Francisco-Tokyo	46.44	
All other Pacific services	66.05	46.44

¹ Applied to a standard mileage of 5,078 miles.

Northwest's rates were established effective April 1, 1955, by Order E-9958, January 31, 1956 (23 C.A.B. 106); Pan American's rates were effective April 1, 1955, by Order E-11060, February 25, 1957 (24 C.A.B. 629). (See also Order E-20032, September 23, 1963.)

The bases of the 1955 transatlantic rate were the costs per revenue ton-mile in 1954, after appropriate rate-making adjustments, of the group averages of: (1) the domestic Big Four trunklines, and (2) Pan American and TWA in transatlantic services. In the case of the two transatlantic carriers, for purposes of determining the rate for 1955 and thereafter, the adjusted 1954 data were further adjusted to reflect a greatly expanded volume of mail in 1955 as estimated by the Post Office Department. The transatlantic mail cost was determined by deriving the ratio of the average of the transatlantic carriers' costs per revenue ton-mile to the average of such costs for the Big Four carriers and applying the resulting ratio to the Big Four's cost of mail of 37.4 cents per mail ton-mile. The cost so derived was 53.49 cents. The Board then proposed a future rate of 53.5 cents, taking into consideration the declining trend in revenue ton-mile costs of the two transatlantic carriers and that no specifically identifiable allowance had been made for the out-of-pocket costs, if any, of handling the increased 1955 mail volume.

The same technique was used to derive the 1955 service mail rate for transpacific services,⁸ except that, in addition to deriving Pan American's overall adjusted cost for transpacific services, a separate determination was also made of the cost of the carrier's San Francisco-Tokyo service for 1955. Based upon the mail

⁶ All references are to priority mail unless otherwise noted.

⁷ The same rate was made applicable to Seaboard, effective May 20, 1958, by Order E-12838, July 29, 1958 (27 C.A.B. 1074).

⁸ Northwest's 1955 revenue ton-mile costs were forecast by reflecting first quarter 1955 or 12 months through March 31, 1955 data and constructing flight equipment depreciation expense for 1955. Pan American's cost for overall Pacific services was derived in the same manner as for the transatlantic proceeding. The Big Four costs were the same as those used in the transatlantic proceeding.

ton-mile distribution during April 1955, and reflecting therefor the existing effective rates for Seattle-Anchorage and Seattle-Honolulu services, Northwest's rate for all other Pacific services was so derived that the system yield per mail ton-mile equaled the overall cost of Northwest's mail service in the Pacific. Pan American's rate was derived by the same technique of reflecting existing service mail rates for Seattle-Honolulu, San Francisco-Honolulu, and Los Angeles-Honolulu, applying the cost determined for the San Francisco-Tokyo service, and determining the cost for all other Pacific services so as to provide the overall yield determined to be appropriate for Pan American for the future period.⁹

According to Form 41 reports, in fiscal year 1964 the current rates provided the following mail revenues and resulted in the indicated average yields per mail ton-mile:

	Priority mail revenue (000)	Yield per mail ton-mile
Atlantic area:		Cents
Pan American	\$13,494	52.88
TWA	11,023	53.07
Seaboard	2,345	54.53
Total	26,862	53.10
Pacific area:		
Pan American	16,564	46.67
Northwest	8,802	45.09
Total	25,366	46.11

Uniform rate. The Postmaster General's petition and Northwest propose a concept of uniform rates for the Atlantic and Pacific areas. A contrary concept of separate rates for each area is embodied in the current rates. In fact, the Pacific area rates are further splintered according to routes. The operating and cost characteristics of the two areas are sufficiently diverse to warrant continuation of separate rates. For example, the cost data for both 1955 and fiscal year 1964, the latest available, clearly show disparate levels, both as of the time the current rates were fixed and as of now.

	Operating expenses ¹ per revenue ton-mile	
	1955	Fiscal year 1964
Atlantic:		
Pan American	51.28	33.41
TWA	49.13	28.07
Average	50.21	30.74
Pacific:		
Pan American	44.09	22.47
Northwest	42.20	24.63
Average	43.15	23.55
Difference	7.06	7.19

¹ Reported total operating expenses less passenger service and promotion and sales costs.

⁹ The San Francisco-Tokyo rate was equalized with that of Northwest from Seattle/Portland, on the basis of a standard mileage of 5,078 miles.

In addition, the two areas show significant differences in aircraft utilization, traffic density, stage length, and average cargo rate and passenger fare level. In consideration of the foregoing basic differences noted between the two areas, we conclude that the service mail rates should continue to be established at separate levels for transatlantic and transpacific services.

Multielement rate. The Postmaster General also proposes that the mail rate for the future be multielement, with a line haul charge of 20.71 cents per mail ton-mile and a terminal charge of 3.32 cents per pound. We do not find the situation for which rates are proposed herein requires the complexity of a multielement rate as was the case when the current domestic service mail rates were established. Transatlantic and transpacific mail is dispatched from gateway points that are characterized by very heavy traffic activity. The mail movements are long haul. Situations of low activity stations or very short haul mail dispatches are not characteristic of the transatlantic and transpacific services as they are for many domestic routes. Neither do the carriers covered by the instant order present the wide diversity of size and economic strength as do the 11 domestic trunklines, the 13 local service carriers, and the 3 all-cargo carriers covered by the existing domestic service mail rate. Accordingly, we conclude that the economic factors that warrant a multielement rate for domestic mail services are largely lacking for the services for which rates are proposed herein.

Rate level. The Postmaster General predicates his proposed rate level upon cost allocation methods based upon the relative aircraft space and weight capacity devoted to each type of traffic.

It is not necessary at this time to go into the merits of the Postmaster General's proposals without the benefit of a full record developed by a formal proceeding. The rates proposed herein reflect, with the acquiescence of all parties, a reduction of current service rates on the basis of experienced reductions in unit costs since the earlier rates were established. It is our considered view that the rates we tentatively propose, grounded on concepts that have heretofore been employed and reflecting an up-dating of the current rates that were established after careful cost studies, are fair and reasonable for both the Postmaster General and the carriers.

The downward trend in costs of mail service since 1955, which motivated the Board to initiate the current review of service mail rates, is depicted by the following data:

Period:	Cost per revenue ton-mile ¹			
	Atlantic		Pacific	
	Pan American	TWA	Pan American	Northwest
	Cents	Cents	Cents	Cents
1955	58.90	54.52	50.04	49.11
1957	56.40	59.57	47.75	46.02
1958	58.98	61.34	45.82	42.74
1959	57.87	51.65	44.90	46.56
1960	55.77	45.37	43.32	54.64
1961	54.21	63.74	37.38	46.46
Average 1957-1961	56.65	56.33	43.83	47.28
1962	46.45	41.27	32.46	41.18
1963	42.65	39.83	28.62	34.98
Average 1962-1963	44.55	40.55	30.54	38.08
Fiscal year 1964	40.99	35.77	27.51	31.12

¹ Based on reported total operating expenses, less passenger service and promotion and sales expenses, plus 10-percent return on investment after income taxes. The 1955 data are the costs relied upon by the Board in establishing the current rates. They differ somewhat from 1957 and subsequent data because 1955 data reflect a 9-percent return and the other years all reflect a standard 10-percent return. This inconsistency is offset to some degree because 1955 data do not reflect an exclusion of general and administrative expenses related to the eliminated passenger service and promotion and sales expenses. Differences in accounting under a new Manual of Accounts effective January 1, 1957, may also create some minor differences.

During the 10-year period covered by these data, the carriers' unit costs fall into two distinct basic patterns or plateaus. The first such plateau covers the 1955-1961 period which reflected the last years of exclusive use of propeller aircraft, the introduction of the jets, and the rapid increase in use of the latter. The second cost plateau begins in 1962 and extends to current periods.

The foregoing data show that these carriers experienced gradually declining unit costs during the years following the establishment of the existing service mail rates although there are some random year to year fluctuations. This was what the Board expected when it established those service rates.¹⁰ The subsequent introduction of the jet aircraft was accompanied by substantial integration and introductory costs of a nonrecurring character which affected overall unit costs during that period. By 1961, however, more than 80 percent of the carriers' transatlantic and transpacific capacity was performed with jet aircraft,¹¹ and by 1962 the impact on carrier unit costs was clear and significant. A new and substantially lower cost plateau had been achieved. Subsequent periods have shown still further cost declines basically reflecting the extremely favorable cost characteristics of the long-range jet airplane.

It is this pronounced and significant reduction in air carrier unit costs which justifies a substantial reduction of the

¹⁰ See our order in connection with the transatlantic rates, 21 C.A.B. (976), fn. 13.

¹¹ Percentage of total available ton miles in scheduled services provided by jet aircraft:

Year	Atlantic	Pacific
1958	2.3%	0.0%
1959	28.3	9.0
1960	71.9	58.7
1961	81.0	80.9

transatlantic and transpacific service mail rates. The exact extent of the necessary reduction is, of course, a matter of judgment since we must consider the diverse cost experience of the several carriers involved and the extent to which current costs and trends are representative for the future.

The data set forth in the table above suggest that the 1962-1963 cost plateau related to transatlantic services averages about 42 cents per ton-mile for the two carriers. This is about 25 percent below the general cost level of 56 cents per ton-mile experienced in the 1955-1961 period. In the Pacific, it is more appropriate to look at the two carriers separately because Pan American's operation to Hawaii represents a substantial percentage of its entire Pacific route system and since we are not revising the Hawaiian service rates in this order. Northwest's 1962-1963 average costs are about 20 percent below the 1955-1961 plateau. For Pan American, the corresponding decline was about 30 percent.

Each of the four carriers experienced further unit cost declines in fiscal year 1964, the latest period for which actual data are available. However, in considering these costs per revenue ton-mile and their indicated trend we must note that the traffic volumes upon which they are predicated reflect increasing amounts of military passengers and cargo, and nonpriority mail. These types of traffic bear rates well below normal commercial levels and reflect a lesser priority of movement. In addition, the relative importance of military charters has increased and unduly weights overall ton-mile costs. In these circumstances it would be inappropriate to assign a pro-rata or average share of cost to such traffic for purposes of costing air mail services.

Adjustments of fiscal 1964 data to reflect appropriate treatment of such traffic are set out in Appendix A. We have eliminated therein the revenues and the revenue ton-miles for nonpriority mail, Category A and Z traffic, and for MATS payload charters on the basis that their costs including a fair return equate with such revenues. The residue, therefore, is an adjusted average cost per revenue ton-mile for normal commercial traffic and mail. In addition, in view of the fact that we have set aside Pan American's West Coast-Hawaii service mail rates from this proceeding, we have based our cost estimates for Pan American's Pacific services on data for other than such Pacific services provided by Pan American, and adjusted as appropriate. The unit costs so adjusted reflect a weighted average of 39.3 cents per revenue ton-mile for the Atlantic and 35.2 cents per revenue ton-mile for the Pacific (exclusive of West Coast-Hawaii and West Coast-Alaska).¹² On

the basis of this data, it appears that the downtrend of unadjusted unit costs is significantly overstated as regards the Pacific.

In the light of this and similar data reviewed by all the parties in this proceeding at the informal mail rate conferences, rates of 40 cents and 36 cents for the transatlantic and transpacific services (except to Hawaii and Alaska), respectively, to be effective October 1, 1964, emerged from those meetings as the most appropriate basis for settlement of the matter and early reestablishment of reduced final service rates. On the basis of all the data available to the Board, we must conclude that such rates are fair and reasonable. The 40-cent Atlantic rate reflects a reduction of about 25 percent from the existing rate of 53.5 cents which is in line with overall cost trends and is further supported by the level of adjusted average costs for fiscal 1964. The 36-cent rate in the Pacific represents a cut of 22 percent for Northwest and 34 percent for Pan American, excluding services to Alaska and Hawaii. Here again, these reductions are reasonable in relation to indicated cost trends and are borne out by the independent calculation of adjusted average costs for fiscal 1964. Finally, we would note that, to the extent that carriers exercise the voluntary rate equalization provisions, their yields per ton-mile under these rates would tend to decline.

THE RATE FORMULA

The proposed rate formula reflects the basic concept now embodied in domestic service mail rates, i.e., by utilizing standard mileages and uniform rates per ton-mile the same payment is made for a shipment of mail between two points irrespective of the carrier or the routing followed.¹³ This approach is intended to permit the distribution of mail on the basis of service considerations and to avoid the problems which might otherwise result from differences in the rate for the various carriers. These same considerations underlie the proposal to make the rates and provisions of the multielement domestic mail rate order (Order E-9284) applicable to interstate mail carried by Pan American and Northwest which originates at or is destined for Honolulu, Hawaii, since similar mail services performed by United Air Lines, Inc., are presently subject to the terms of that Order. Although this results in a variation from the rates established generally for transpacific mail service, the proposal will effect little change in the market and this approach is considered essential to maintain the basic concept of equality of payment. A second variation from the transpacific rate pattern will apply to the Seattle/Anchorage mail services of Northwest where the 47-cent rate proposed is somewhat above the general level but is the same as that currently in effect, both for Northwest and other carriers.

The standard mileages used in this proposal are those which the carriers and the Post Office Department are presently using for the most part, in computing mail compensation. In order to reflect route and schedule changes, among other factors affecting mileage between points, the proposal contemplates that standard mileages for new points may be established at any time and provides for an annual amendment on July 1 of each year to reflect such revisions as may be necessary due to changes in flight routings, airport locations, and the flow of mail. The mileages set forth in Appendix B of this order will apply as specified from October 1, 1964, through June 30, 1965, and will be subject to revision as necessary effective July 1, 1965. We note, in this connection, that more than one mileage is specified for some pairs of points reflecting flight routing differences among the carriers serving such points or directional differences in flight routings. We anticipate that the revision of standard mileages effective July 1, 1965, will eliminate these variations and will provide for only one standard mileage for each pair of points.

The proposed formula also includes provisions for voluntary rate equalizations similar to those incorporated in the domestic formula. It will permit rate equalization (1) between domestic points where a Post Office Department international exchange office is located¹⁴ and any other point to which such office is authorized to dispatch air mail, and (2) between foreign points. The inclusion of these provisions will make any further action unnecessary upon the applications for equalization filed by Pan American in Dockets 15111 and 15282,¹⁵ and upon the similar application of TWA filed in Docket 15585. Under these circumstances these applications will be dismissed as moot.

In addition, we will propose to amend the multielement domestic rate order (E-9284) in order to effectuate our intent to permit carriers subject to that order to enter into agreements with carriers subject to this order for the purpose of equalizing rates and participating in the carriage of mail between points at which international exchange offices are located and other points to which such offices are authorized to dispatch air mail.

We have also determined to permit the common-rating of San Francisco and Seattle with respect to mail moving to and beyond Tokyo which is now required under the current rate order.

¹⁴ For the transatlantic area: Boston, New York, Washington, Chicago, Miami, San Francisco, Los Angeles, Seattle, and San Juan. For the transpacific area: Seattle, Anchorage, San Francisco, Los Angeles, Honolulu, Wake, Guam, Pago Pago, Washington, Chicago, and New York.

¹⁵ Docket 15282 also involved a request by Pan American for adjustment of its Houston-Mexico City rate, which we proposed by Order E-21267. Since no objection was filed concerning this temporary rate, we will not dismiss that portion of Pan American's petition but will dispose of it separately.

¹² We have not compiled similar data for Seaboard for purposes of this proceeding since that carrier's operations are confined to a relatively limited number of transatlantic points and are performed solely in all-cargo aircraft. We do not deem Seaboard's unit costs for such services to be sufficiently representative of the overall transatlantic route system and services.

¹³ The proposed rates do not, however, reflect the multielement structure (line haul rate plus terminal charges) used domestically in view of basically different international cost characteristics.

CONCLUSION

On the basis of the foregoing, the Board finds that the fair and reasonable rates of compensation to be paid the carriers named below by the Postmaster General, pursuant to the provisions of section 406 of the Federal Aviation Act of 1958, for the transportation of priority air mail and air parcel post by aircraft over their respective routes as described below, the facilities used and useful therefor, and the services connected therewith, are as follows:

1. For the period April 10, 1964, to September 30, 1964, inclusive, (a) for Trans World Airlines, Inc., and Pan American World Airways, Inc. (transatlantic services), the same rates as are provided in Order E-9695, dated October 27, 1955 (21 C.A.B. 961), (b) for Seaboard World Airlines, Inc., the same rates as are provided in Order E-12838, dated July 29, 1958 (27 C.A.B. 1074), (c) for Northwest Airlines, Inc., the same rates as are provided in Order E-9958, dated January 31, 1956 (23 C.A.B. 106), and (d) for Pan American World Airways, Inc. (transpacific services), the same rates as are provided in Order E-11060, dated February 25, 1957 (24 C.A.B. 629), and Order E-20032, dated September 23, 1963.

2. On and after October 1, 1964, the mail compensation for each carrier shall be computed by multiplying the appropriate rate per mail ton-mile, as set forth below, by the mail ton-miles for each shipment of mail.

RATES PER TON-MILE

A. For the transatlantic services¹⁶ of Pan American World Airways, Inc., Seaboard World Airlines, Inc., and Trans World Airlines, Inc., 40 cents.

B. For the transpacific services¹⁷ of Northwest Airlines, Inc., and Pan American World Airways, Inc.:

(1) For interstate shipments of mail originating at or destined for Honolulu, Hawaii, the rates and provisions of Order E-9284, as amended,¹⁸ establishing the domestic multielement service mail rate shall apply:

(2) For interstate shipments of mail originating at Seattle, Washington, and destined for Anchorage, Alaska, and for interstate shipments of mail originating at Anchorage, Alaska, and destined for Seattle, Washington, carried by Northwest Airlines, Inc., 47 cents;

(3) For all other shipments of mail in transpacific services, 36 cents.

MAIL TON-MILES

The mail ton-miles for each shipment of mail shall be based upon the standard

mileage established herein for service between the points of origin and destination of each shipment.

STANDARD MILEAGE

The standard mileage for each pair of points shall be as set forth in Appendix B to this order.

CHANGES IN STANDARD MILEAGE

The standard mileages set forth in Appendix B to this order shall remain in effect throughout the period this rate order is in effect; *Provided, however*, That at any time the Board may institute a proceeding, and any carrier subject to this order and/or the Postmaster General, may make application to the Board for establishment of standard mileages to a new point: *And provided further, however*, That once each fiscal year the Board may institute a proceeding and any carrier subject to this order and/or the Postmaster General may make application to the Board for revision of any standard mileage effective July 1 of such fiscal year. Such applications will not be regarded as reopening the rate. Applications provided for above shall be clearly entitled "Application for (New) (Revised) Standard Mileage", shall contain a clear and concise statement of the requested standard mileage or standard mileage revision and the facts upon which such request is based, and shall in all other respects conform to the applicable requirements of the Rules of Practice.

In establishing standard mileages to a new point, the Board will consider the routings of flights to such point and the number of flights required by the postal service. In establishing revised standard mileages, the Board will consider the effect of changes in airport location, mail flow, and flight routings reflected in the carriers' general schedules during the first seven days of the month of May immediately preceding the July 1 effective date of such revision.

ORIGIN AND DESTINATION OF MAIL SHIPMENTS

As used herein "point of origin" means the point at which the carrier first enplanes the mail shipment after receipt thereof from a Postal Administration or its representatives, from another rate-making division of the same carrier, the operations of which division are not encompassed herein, or from another carrier; and "point of destination" means the point at which the carrier deplanes the mail shipment for delivery to a Postal Administration or its representatives, to a separate rate-making division of the same carrier, the operations of which division are not encompassed herein, or to another carrier.

EQUALIZATION OF RATES

1. *Election to equalize.* Any air carrier, or, pursuant to agreement, any two or more air carriers providing service on an interline or interchange basis, may, by notice, elect to establish a reduced charge for the carriage of mail between:

(a) Any point where a United States Post Office Department international ex-

change office is located¹⁹ and any other point to which such international exchange office is authorized to dispatch air mail, or

(b) Foreign points, equal to the charge then in effect for service between such points by any other air carrier or air carriers.²⁰

2. *Common-rating of certain points.* Any carrier, or, pursuant to agreement, any two or more carriers providing service on an interline or interchange basis, may, by notice, elect to establish a reduced charge for the carriage of mail between San Francisco, California, and Tokyo, Japan, equal to the charge then in effect for service between Seattle, Washington, and Tokyo, Japan. Any such reduced charge shall apply to all mail carried between San Francisco, California, and Tokyo, Japan, moving to, from, or beyond San Francisco and to, from, or beyond Tokyo.

NOTICE OF ELECTION TO EQUALIZE RATE

An original and three copies of each notice of election and agreement, and an original and three copies of each application, pursuant to equalization paragraph 1 or 2, above, shall be filed with the Board and a copy thereof shall be served upon the Postmaster General and each carrier providing on-line or connecting service between the stated points.

Any equalized rate established pursuant to this order shall be effective for the electing carrier or carriers as of the date of filing of the notice required by such paragraphs, or such later date as may be specified in the notice, until such election is terminated. Elections may be terminated by any electing carrier upon 10 days' notice filed with the Board and served upon the Postmaster General and each carrier providing on-line or connecting service between the stated points.

DIVISION OF EQUALIZED RATES

In case of equalization of rates by agreement, pursuant to equalization paragraph 1 or 2 above, the agreement shall provide for the proration of the mail compensation between participating carriers on the basis of the relative compensation which would otherwise be

¹⁹ International exchange offices currently authorized to dispatch mail for the transatlantic area are located in Boston, New York, Washington, Chicago, Miami, San Francisco, Los Angeles, Seattle, and San Juan. Such offices for the transpacific area are currently located in Seattle, Anchorage, San Francisco, Los Angeles, Honolulu, Wake, Guam, Pago Pago, Washington, Chicago, and New York. The terms of this paragraph shall apply to points at which international exchange offices are hereafter established and shall cease to apply to any points at which international exchange offices are discontinued. The Postmaster General will file a notice of such new and discontinued offices in this docket and serve a copy on each carrier subject to this order.

²⁰ The domestic multielement service mail rate will be amended to permit the air carriers covered by that rate to participate with carriers covered by this order in rate equalizations with respect to mail shipments transported between certain U.S. points and other points subject to the provisions of both the domestic and international service rates.

¹⁶ The transatlantic services of Pan American World Airways, Inc., Seaboard World Airlines, Inc., and Trans World Airlines, Inc., are those performed pursuant to their certificates of public convenience and necessity authorizing service (1) between points in the United States and points in Europe, Bermuda, Africa, and Asia via the Atlantic, and (2) between points in such area.

¹⁷ The transpacific services of Northwest Airlines, Inc., and Pan American World Airways, Inc., are those performed pursuant to their certificates of public convenience and necessity authorizing service (1) between points in the United States and foreign and overseas points in the Pacific area, (2) between points in the Pacific area, and (3) between points in the 48 contiguous States and points in the State of Hawaii, and, for Northwest only, between points in the 48 contiguous States and points in the State of Alaska.

¹⁸ Domestic Trunklines, Service Mail Rates, 21 C.A.B. 8 (1955). The latest amendment was effected by Order E-20915, June 10, 1964.

payable to each carrier in the absence of the provisions of equalization paragraph 1 or 2 above. In the absence of an agreement among carriers, pursuant to equalization paragraph 1 or 2 above, for equalization of rates for interline or interchange shipments between a stated pair of points, any carrier (or two or more carriers jointly) may, by notice, elect to receive as its portion of the total compensation for each shipment the amount remaining after subtracting from such total compensation the compensation due the other carrier or carriers involved (non-electing carriers). Such total compensation shall be computed on the basis of the lowest rate then in effect for service between the stated pair of points for any carrier or carriers. The compensation due the non-electing carrier or carriers shall be that otherwise applicable to the point-to-point service it actually provides. In those instances where there is a non-electing carrier or carriers involved in providing the through service and two or more carriers elect to receive payment under this provision, the total payment due such electing carriers shall be prorated by them on the basis of the relative compensation which would otherwise be payable to each of them in the absence of the provisions of this paragraph.

DIVISIONS OF EQUALIZED RATES PRESCRIBED BY THE BOARD

In the event that any carrier is unable to enter into an agreement with any other carrier to transport mail between any stated points at a reduced rate, pursuant to equalization paragraph 1 or 2 above, it may file an application with the Board requesting it to determine and fix a different method of apportioning the total compensation for each such shipment of mail between the participating carriers. Such applications shall not be deemed to reopen the mail rates fixed by this order. Applications filed pursuant to this paragraph shall conform generally to the provisions of the Rules of Practice governing the filing of petitions in mail rate cases. Within 7 days after the application is served, any party may file an answer in support of or in opposition to the application, together with any documentary material upon which it relies. Any order upon an application filed pursuant to this paragraph shall be effective no earlier than the date of filing of the application with the Board.

In reviewing such application, the Board will consider, among other pertinent factors, the need for the proposed service, the historical participation of electing carrier or carriers in the transportation of mail between such stated points, the amount of absorption required, and the grounds for refusal by the carrier or carriers to enter into an equalization agreement. After hearing the carriers concerned, either orally or in writing, in those cases where it deems such action appropriate the Board will by order prescribe the method for apportioning the total compensation between such carriers, but in no event shall the carrier or carriers which refuse to enter into an agreement to equalize compensation be required to accept less

than the compensation which would have been payable if the service were performed under voluntary agreement, pursuant to equalization paragraph 1 or 2 above.

The compensation provided herein shall be in lieu of, and not in addition to, the service mail compensation heretofore received by each carrier for priority air mail transported on and after April 10, 1964.

An appropriate order will be entered. Boyd, Chairman, Gurney, Minetti and Gilliland, Members, concurred in the above Statement. Murphy, Vice Chairman, did not participate.

NOTE: Appendixes A and B filed as part of the original document.

ORDER TO SHOW CAUSE

The Board, having considered all of the information and data set forth or specifically referred to in the Statement of Provisional Findings and Conclusions (Statement), which is attached hereto and incorporated herein,¹ and having on the basis thereof made the provisional findings and conclusions and determined the rates specified in the Statement;

It is ordered, That

1. All interested persons, and particularly Northwest Airlines, Inc., Pan American World Airways, Inc., Seaboard World Airlines, Inc., Trans World Airlines, Inc., and the Postmaster General, are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine and publish the final rates specified in the Statement as the fair and reasonable rates of compensation to be paid to Northwest Airlines, Inc., Pan American World Airways, Inc., Seaboard World Airlines, Inc., and Trans World Airlines, Inc., for the transportation of priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith over their systems as specified in the Statement.

2. Further procedures herein shall be in accordance with the Rules of Practice, 14 CFR Part 302, and if there is any objection to the rates or to the other findings and conclusions specified in the Statement, notice thereof shall be filed within 10 days, and, if notice is filed, written answer and supporting documents shall be filed within 30 days, after the date of service of this order.

3. If notice of objection is not filed within 10 days, or if notice is filed and answer is not filed within 30 days, after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order fixing the rates and incorporating the findings and conclusions specified in the Statement.

4. If notice of objection and answer are filed, all issues going to the establishment of the rates shall be open, in accordance with Rule 319 of the Rules of

¹ All forms and reports, including Form 41 reports and the official mileage record of the Board, filed with the Board by the parties hereto, to the date of the Board's final decision, are incorporated into the record of this proceeding.

Practice, except as limited in prehearing conference.

5. Docket 15130 shall be consolidated into Docket 15176, et al., and shall be made a part of such proceedings to be disposed of by a final order in Docket 15176, et al.

6. To the extent that the relief requested by Pan American World Airways, Inc., in Dockets 15111 and 15282, and by Trans World Airlines, Inc., in Docket 15585, is not granted herein, such petitions will be dismissed.²

7. This order and the attached Statement of Provisional Findings and Conclusions shall be served upon the Postmaster General, Northwest Airlines, Inc., Pan American World Airways, Inc., Seaboard World Airlines, Inc., and Trans World Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-11275; Filed, Nov. 3, 1964;
8:50 a.m.]

[Docket No. 15636]

ADRIA AIRWAYS

Notice of Prehearing Conference

Application of Adria Airways for a foreign air carrier permit pursuant to section 402 of the Federal Aviation Act of 1958, as amended, to engage in the plane-load charter and split charter foreign air transportation with respect to (a) persons and their accompanied baggage, and (b) with respect to property as follows: Between any point or points in Yugoslavia and any point or points in the United States.

Notice is hereby given that a prehearing conference on the above-entitled application is assigned to be held on November 24, 1964, at 10:00 a.m., e.s.t., in Room 607, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Walter W. Bryan.

Dated at Washington, D.C., October 30, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-11266; Filed, Nov. 3, 1964;
8:49 a.m.]

[Docket No. 15567]

COLUMBIA AND JEFFERSON CITY, MO., AREA AIRLINE SERVICE AIRPORT

Notice of Prehearing Conference in Investigation

Notice is hereby given that a prehearing conference in the above-entitled investigation is assigned to be held on November 30, 1964, at 10:00 a.m., e.s.t., in Room 925, Universal Building, Connecticut-

² See note 17 of the attached Statement of Provisional Findings and Conclusions regarding the requested service rate for Houston-Mexico City services.

cut and Florida Avenues NW., Washington, D.C., before Examiner Barron Fredricks.

Dated at Washington, D.C., October 30, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-11267; Filed, Nov. 3, 1964;
8:49 a.m.]

[Docket No. 15549; Order E-21460]

REEVE ALEUTIAN AIRWAYS, INC.

Service Mail Rates; Order

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 29th day of October 1964.

The Board on October 16, 1964, adopted Order E-21406 (order) directing Reeve Aleutian Airways, Inc., and the Postmaster General to show cause why the Board should not adopt the proposed findings and conclusions and fix, determine, and publish the rates proposed therein for the mail transportation described.

The time designated for filing notice of objection has elapsed and no notice of objection or answer to the order has been filed by any party. All parties have therefore waived the right to a hearing and all other procedural steps short of a final decision of the Board fixing a final rate.

The Board, upon consideration of the record, hereby reaffirms and makes final the findings set forth in the said order.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 406 thereof: *It is ordered, That:*

1. The fair and reasonable rates of compensation to be paid Reeve Aleutian Airways, Inc., on and after October 15, 1964, for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith between the points between which the carrier, by its certificate of public convenience and necessity or exemption order, has been, is presently, or hereafter may be authorized to transport mail, are the rates specified in Show Cause Order E-21406, October 16, 1964, and said rates are incorporated by reference herein; and

2. This order be served upon Reeve Aleutian Airways, Inc., and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-11268; Filed, Nov. 3, 1964;
8:49 a.m.]

[Docket 15419; Order No. E-21473]

AMERICAN AIRLINES, INC., ET AL.

Blocked-Space Airfreight Tariffs; Order Vacating Suspensions

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 2d day of November 1964.

On July 17 and 27 and August 10, 1964, the Board suspended blocked-space airfreight tariffs proposed by The Slick Corporation, Trans World Airlines, Inc., American Airlines, Inc., and United Air Lines, Inc., and ordered investigation thereof (Orders E-21076, E-21122, and E-21167). Subsequently, the Board vacated the suspension of Slick's tariff (Order E-21160, August 7, 1964). Thereafter, on August 11, 1964, the Board determined to reject the previously suspended blocked-space tariffs of TWA, American, and United, and dismissed the investigation of these tariffs (Order E-21170).

On August 14, 1964, the Court of Appeals for the District of Columbia stayed Order E-21160, in which we vacated the Slick suspension, and Order E-21170, in which we rejected the tariffs of the other three carriers,¹ thereby reinstating the earlier orders of suspension and investigation. Inasmuch as the periods of suspension there ordered would have expired before the investigation of their lawfulness could be concluded and final order made, the proposed tariffs of the four carriers were suspended for additional 90-day periods by Orders E-21368 (October 6, 1964), E-21386 (October 9, 1964), and E-21387 (October 9, 1964).

On October 20, 1964, the Court of Appeals vacated its stay order of August 14. The purpose of this order is to clarify the present status of the various tariffs.

Since the blocked-space tariffs of American, TWA, and United stand rejected and the investigations of these tariffs are dismissed, the Board's orders of October 6 and 9 extending the suspension periods of these tariffs are of no effect and will be vacated. Likewise, the order extending the period of suspension of Slick's blocked-space tariff will be vacated, the tariff will be permitted to become effective, and the investigation of the lawfulness thereof will proceed pursuant to Orders E-21076 and E-21160.

In conformity with the stipulation of the parties to the Board proceeding that Slick's blocked-space tariff would not be put into effect until 15 days after an order of the court vacating its stay order, we will make this order effective November 4, 1964.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 102, 204(a), 403, and 1002 thereof:

It is ordered, That:

1. The tariff suspensions directed in Orders E-21368, E-21386, and E-21387 be and they hereby are vacated.

2. Order E-21170 be and it hereby is declared to be effective.

3. Copies of this order shall be filed with the tariffs and served upon all parties to this proceeding.

4. This order shall be effective November 4, 1964.

¹ American Airlines, et al. v. C.A.B., C.A.D.C. No. 18,833 et al.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.²

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-11316; Filed, Nov. 3, 1964;
8:50 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI65-271 etc.]

HUMBLE OIL & REFINING CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates³

OCTOBER 26, 1964.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date suspended until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before December 15, 1964.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

² Dissenting statement of Members Gurney and Gilliland filed as part of original document.

³ Does not consolidate for hearing or dispose of the several matters herein.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI65-271...	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001. Attn: Mr. John J. Carter. Humble Oil & Refining Co.	353	1	El Paso Natural Gas Co. (XBC Field, Upton County, Tex.) (R.R. Dist. No. 7-C) (Permian Basin Area).	\$3,649	9-28-64	2 10-29-64	3-29-65	15.7093	16.7228	
		302	15	El Paso Natural Gas Co. (Spraberry Area, Midland and Upton Counties, Tex.) (R.R. Dist. Nos. 7-C and 8) (Permian Basin Area).	10,223	9-30-64	2 10-31-64	3-31-65	11.1056	17.2295	RI62-415.
RI65-272...	Socony Mobil Oil Co., Inc. (Operator), 150 East 42d St., New York, N.Y., 10017. Attn: Mr. H. H. Beeson.	48	16	El Paso Natural Gas Co. (Pegasus Field, Midland and Upton Counties, Tex.) (R.R. Dist. Nos. 8 and 7-C) (Permian Basin Area).	2,426	9-28-64	2 10-29-64	3-29-65	10.0960	18.2430	
RI65-273...	Humble Oil & Refining Co. (Operator), et al.	354	3	United Fuel Gas Co. (Killens Ferry Field, Franklin and Tensas Parishes, La.) (North Louisiana).	3,113	9-28-64	8 11-1-64	4-1-65	10 11 18.5	10 11 12 21.5	
RI65-274...	Harper Oil Co. (Operator), et al., 904 Hightower Building, Oklahoma City, Okla.	26	2	Lone Star Gas Co. (Sholem-Alechem Field, Carter County, Okla.) (Oklahoma "Other" Area).	818	9-28-64	2 10-29-64	3-29-65	10.0	12.0	
RI65-275...	E. B. McMurtry, Post Office Box 1936, Wichita, Kans.	25 2	1	Colorado Interstate Gas Co. (Greenwood Field, Morton County, Kans.).	623	9-28-64	2 10-29-64	3-29-65	16.0	17.0	RI60-221.
RI65-276...	Socony Mobil Oil Co., Inc. (Operator), et al.	150	15	Hassie Hunt Trust (Lisbon Field, Claiborne Parish, La.) (North Louisiana).	22	9-28-64	8 11-1-64	4-1-65	16.0763	16.2814	RI64-210.
RI65-277...	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla., 74102.	152 39	15 20	do Hassie Hunt Trust (Northeast Lisbon Field, Claiborne Parish, La.) (North Louisiana).	22 94	9-28-64	8 11-1-64	4-1-65	16.0763	16.2814	RI64-210.
	do	149	19	do	13	9-30-64	8 11-1-64	4-1-65	16.8263	16.0314	RI64-222.
	do	172	9	Texas Eastern Transmission Corp. (Bethany-Longstreet Field, Desoto Parish, La.) (North Louisiana).	226	9-30-64	8 11-1-64	4-1-65	15 15.9513	16 15.1564	
	do			do					16 20 16.8263	17 17.0314	
	do	208	7	Texas Eastern Transmission Corp. (Fort Lynn Field, Miller County, Ark.).	473	9-30-64	8 11-1-64	4-1-65	11 21 14.875	11 21 15.075	RI64-196.
RI65-278...	Pan American Petroleum Corp., (Operator), et al.	150	19	Texas Eastern Transmission Corp. (Greenwood-Waskom Field, Caddo Parish, La.) (North Louisiana).	3,518	9-30-64	8 11-1-64	4-1-65	16.8263	17.0314	RI64-223.
RI65-279...	Russell Maguire (Operator), et al., 2110 Republic National Bank Building, Dallas 1, Tex.	2	10	Texas Eastern Transmission Corp. (Alco-Mag Field, Harris County, Tex.) (R.R. Dist. No. 3).	7,200	9-28-64	8 11-1-64	4-1-65	22 15.4	15.8	RI63-133, et al.
	do	5	1	Valley Gas Transmission, Inc. (Good Friday (Atlee Sand) Field, Duval County, Tex.) (R.R. Dist. No. 4).	720	9-28-64	8 11-1-64	4-1-65	14.0	15.0	
RI65-280...	John W. Pace (Operator), et al., 700 First City National Bank Building, Houston, Tex., 77002.	1	1	South Texas Natural Gas Gathering Co. (Penitas Field, Hidalgo County, Tex.) (R.R. Dist. No. 4).	10,000	9-28-64	2 10-29-64	3-29-65	11 14.0	15.0	
RI65-281...	General American Oil Co. of Texas, Meadows Building, Dallas, Tex., 75206.	39	7	Transcontinental Gas Pipe Line Corp. (Blk 45 Field, West Cameron Area, Gulf of Mexico, La.).	152,764	9-28-64	8 11-1-64	4-1-65	10 18.5	19.5	G-19924.
	do	67	6	United Fuel Gas Co. (Ellis Field, Acadia Parish, La.).	1,118	9-28-64	8 11-1-64	4-1-65	10 21.1	21.5	RI64-330, et al.
RI65-282...	General American Oil Co. of Texas (Operator), et al.	60	7	United Fuel Gas Co. (Duson Field, Lafayette Parish, La.).	5,334	9-28-64	8 11-1-64	4-1-65	10 21.1	21.5	RI64-316, et al.
	do	64	7	United Fuel Gas Co. (West Duson Field, Lafayette Parish, La.).	1,684	9-28-64	8 11-1-64	4-1-65	10 21.1	21.5	RI64-316, et al.
RI65-283...	Midwest Oil Corp. (Operator), et al., 1700 Broadway, Denver 2, Colo.	14	6	United Fuel Gas Co. (Ellis Field, Acadia Parish, La.).	1,501	9-28-64	8 11-1-64	4-1-65	10 21.1	21.5	RI64-214, et al.
	do	15	6	United Fuel Gas Co. (Branch Field, Acadia Parish, La.).	1,844	9-28-64	8 11-1-64	4-1-65	10 21.1	21.5	RI64-214, et al.
RI65-284...	Austral Oil Co. Inc. (Operator), et al., 300 San Jacinto Building, Houston, Tex., 77002.	2	10	United Fuel Gas Co. (South Lake Arthur Field, Jefferson Davis, Cameron and Vermilion Parishes, La.).	2,483	9-30-64	8 11-1-64	4-1-65	10 21.1	21.5	RI64-186, et al.
RI65-285...	Jonnell Gas, Inc. (Operator), et al., D-205 Petroleum Center, 900 Northeast Loop Expressway, San Antonio, Tex., 78209.	2	3	Tennessee Gas Transmission Co. (South Escobas (Wilcox) Field, Zapata County, Tex.) (R.R. Dist. No. 4).	\$2,400	9-30-64	8 11-1-64	4-1-65	16.0	17.0	

See footnotes at end of table.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI65-286...	Associated Oil & Gas Co., 3703 Yoakum Boulevard, Houston, Tex., 77006.	15	12	Tennessee Gas Transmission Co. (Agua Dulce Field, Nueces County, Tex.) (R.R. Dist. No. 4).	40,774	10-1-64	*11-1-64	4-1-65	23 24 14.6	24 23 15.6	

¹ The stated effective date is the first day after expiration of the required statutory notice.

² Periodic rate increase.

³ Pressure base is 14.65 p.s.i.a.

⁴ Initial rate.

⁵ Favored-nation rate increase.

⁶ Renegotiated rate increase.

⁷ The stated effective date is the effective date requested by Respondent.

⁸ Pressure base is 15.025 p.s.i.a.

⁹ Includes 1.5 cents per Mcf tax reimbursement.

¹⁰ Subject to downward B.t.u. adjustment.

¹¹ Six-step periodic rate increase (contract provided for initial rate of 17.6 cents plus tax reimbursement. Permanent certificate for sale issued at rate of 17.0 cents per Mcf plus tax reimbursement).

¹² Two-step periodic rate increase.

¹³ Subject to upward and downward B.t.u. adjustment.

¹⁴ Includes 1.0 cent per Mcf tax reimbursement. Rate also includes 1.25 cents per

Mcf handling charge and 0.25 cent per Mcf compression charge which are deducted by buyer.

¹⁵ Includes 1.75 cents per Mcf tax reimbursement.

¹⁶ Includes 0.43275 cent for handling and 1.5 cents for 2-stage compression, both deducted by buyer.

¹⁷ Includes 0.875 cent per Mcf tax reimbursement due to low deliverability of well.

¹⁸ Includes 0.43275 cent per Mcf for handling and 0.75 cent for compression, both deducted by buyer.

¹⁹ Includes 0.5 cent per Mcf deducted by buyer for amortization of gathering facilities.

²⁰ Includes 0.175 cent per Mcf tax reimbursement (Arkansas severance tax and conservation assessment).

²¹ Includes 0.5 cent per Mcf for facilities amortization deducted by buyer.

²² Includes 0.21931 cent per Mcf dehydration charge, deducted by buyer.

²³ Rate approved by Settlement Order issued November 29, 1960, in Docket Nos. G-9290 and G-20299.

²⁴ Supersedes E. B. McMurtry's FPC Gas Rate Schedule No. 1.

Humble Oil & Refining Company requests an effective date of August 1, 1964, for Supplement No. 1 to its FPC Gas Rate Schedule No. 353; Socony Mobil Oil Company, Inc. (Operator) requests that Supplement No. 16 to its FPC Gas Rate Schedule No. 48 be allowed to become effective as of October 28, 1964; Harper Oil Company (Operator), et al., request that their proposed rate increase be allowed to become effective immediately; E. B. McMurtry requests a retroactive effective date of January 1, 1964, for his proposed rate filings; John W. Pace (Operator), et al., request waiver of notice to permit their proposed rate increase to become effective as of September 28, 1964, and Humble Oil & Refining Company request waiver of notice for Supplement No. 15 to its FPC Gas Rate Schedule No. 302. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for the aforementioned producers rate filings and such requests are denied.

E. B. McMurtry (McMurtry) submits a superseding contract and related notice of change in rate. Excerpts from such superseding contract were previously filed in the form of, and appeared to be, an amendment to the original contract dated February 2, 1953. Such excerpts were considered as part of a notice of change filed on March 2, 1960, designated as Supplement No. 1 to McMurtry's FPC Gas Rate Schedule No. 1 and is presently involved in a rate proceeding in Docket No. RI60-221.

On October 14, 1964, El Paso Natural Gas Company filed a protest concerning the proposed favored-nation increased rate designated as Supplement No. 15 to Humble Oil & Refining Company FPC Gas Rate Schedule No. 302. In its protest El Paso claims that Humble on the basis of its favored-nation clause is not entitled to the same level of rates as those which have been renegotiated by producers who have agreed to the surrender of their favored-nation clauses. Our action herein in suspending Humble's proposed rate is without prejudice to any action we may take at a later date in connection with El Paso's protest.

All of the proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR Ch. II, § 2.56).

[F.R. Doc. 64-11145; Filed, Nov. 3, 1964; 8:45 a.m.]

[Docket No. RI65-291]

WHITEHALL OIL CO., INC.

Order Providing for Hearing on and Suspension of Proposed Change in Rate, and Allowing Rate Change To Become Effective Subject to Refund

OCTOBER 27, 1964.

Respondent named herein has filed a proposed change in rate and charge of a currently effective rate schedule for the sale of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon a hearing regarding the lawfulness of the proposed change, and that the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, a public hearing shall be held concerning the lawfulness of the proposed change.

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date suspended until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplement to the rate schedule filed by Respondent shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondent shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and section 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under the rate schedule involved. Unless Respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(C) Until otherwise ordered by the Commission, neither the suspended supplement, nor the rate schedule sought to be altered, shall be changed until disposition of this proceeding or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before December 9, 1964.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI65-291...	Whitehall Oil Co., Inc., 900 Vaughn Building, Dallas, Tex.	5	1	Cities Service Gas Co. (Chimney Creek Field, Woodward County, Okla.) (Panhandle Area).	308	10-5-64	*11-5-64	*11-6-64	20 16.0	24 50 17.0	

¹ The stated effective date is the first day after expiration of the required statutory notice.

² The suspension period is limited to one day.

³ Periodic rate increase.

⁴ Pressure base is 14.65 psia.

⁵ Subject to downward Btu adjustment.

⁶ Includes 1.0 cent per Mcf charge to buyer for processing gas.

Whitehall Oil Company, Inc. (Whitehall) requests an effective date of September 1, 1964, for its proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Whitehall's rate filing and such request is denied.

Whitehall's related contract was executed subsequent to September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended, and the proposed rate is above the applicable area ceiling for increased rates but does not exceed the applicable ceiling price for initial rates in the area involved. We believe, in this situation, Whitehall's rate filing should be suspended for one day from November 5, 1964, the date of expiration of the statutory notice.

[F.R. Doc. 64-11148; Filed, Nov. 3, 1964; 8:45 a.m.]

[Docket Nos. RI63-212, CP65-58]

JUPITER CORP. AND TENNESSEE GAS TRANSMISSION CO.

Order Consolidating Proceedings, Providing for Hearing, Fixing Date of Prehearing Conference, and Prescribing Procedure

OCTOBER 30, 1964.

On August 28, 1964, Tennessee Gas Transmission Company (Applicant), Tennessee Building, Houston, Tex., filed in Docket No. CP65-58 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity which would authorize Applicant to lease and operate certain gas transportation facilities in the Rollover Field, offshore Louisiana, now owned and operated by the Jupiter Corporation (Jupiter).

Applicant currently purchases gas produced in the Rollover Field from Pure Oil Company (Pure) and Jupiter. The gas purchased by Applicant from Pure is transported onshore for Pure by Jupiter. The gas which Jupiter sells to Applicant is purchased by Jupiter from Phillips Petroleum Company and Kerr-McGee Oil Industries, Inc. (Phillips-Kerr-McGee) in the Rollover Field, and is transported onshore by Jupiter for the resale to Applicant. Both the Pure gas and the Jupiter gas is commingled and transported onshore through Jupiter's underwater pipeline facilities for delivery to Applicant at a point on its transmission line located in Vermillion Parish, La.

Applicant states that it has entered into a lease agreement with Jupiter whereby it agrees to lease and operate all of Jupiter's facilities in the Rollover Field at a proposed annual rental fee of \$1,200,000. In order to effectuate the agreement, Applicant proposes changes in present contractual arrangements by which it will purchase gas directly from Pure and Phillips-Kerr-McGee and take delivery of the gas at their offshore platforms. No construction of facilities by Applicant is involved in the application and no additional service is to be rendered by Applicant other than that now rendered by Jupiter in the Rollover Field.

The Commission, by order issued December 5, 1962, in Docket No. RI63-212,

instituted an investigation under section 5 of the Act into the rates and charges for the transportation of gas by Jupiter in the Rollover Field. At the time the order was issued Jupiter, a highly diversified corporation, was engaged in several unrelated businesses and had only been engaged in natural gas operations for a relatively short period, having acquired the Rollover Field properties in March 1962.

In determining whether the issuance of a certificate to Tennessee in Docket No. CP65-58 is in the public interest, one of our basic considerations is to determine whether the proposed lease arrangement would operate in a way which would have an adverse effect on consumers. Such determination involves a comparison of the proposed annual rental fee under the lease agreement with Tennessee's purchased gas costs and can be properly made only after the Commission's determination of a just and reasonable transportation rate for Jupiter in Docket No. RI63-212. Since our decision as to whether the issuance of a certificate to Tennessee is in the public interest depends to a great extent upon our determination of a lawful rate in Jupiter's rate proceeding, it is appropriate that the two cases be tried upon a consolidated hearing record, as hereinafter ordered.

This order constitutes public notice of the certificate application filed with the Commission by Tennessee on August 28, 1964.

The Commission finds:

(1) For the reasons stated herein, the proceedings in Docket Nos. RI63-212 and CP65-58 should be consolidated for the purpose of hearing on all matters at issue therein.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that these proceedings be set for public hearing and that a prehearing conference be convened herein before a Presiding Examiner, hereinafter designated, for the purpose of, but not limited to, arriving at a stipulation on facts and of considering such other matters as may properly be dealt with to aid in expediting the orderly conduct and disposition of the proceedings.

The Commission orders:

(A) Pursuant to § 1.20(b) of the Commission's rules of practice and procedure, the proceedings in Docket Nos. RI63-212 and CP65-58 be and they are hereby consolidated for hearing.

(B) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Natural Gas Act, particularly sections 5, 7, 15, and 16 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held concerning the matters involved and the issues presented in these proceedings.

(C) The Commission staff shall serve the prepared testimony and exhibits constituting its case-in-chief with respect to Jupiter's rate investigation and Tennessee shall serve the prepared testimony and exhibits constituting its case-

in-chief with respect to its certificate application, upon all parties on or before November 23, 1964.

(D) Jupiter shall serve the prepared testimony and exhibits constituting its direct case upon all parties on or before December 23, 1964.

(E) The interveners proposing to present evidence shall serve their proposed testimony and exhibits upon all parties on or before January 6, 1965.

(F) The Presiding Examiner shall set the date for the service of staff's and Tennessee's rebuttal cases.

(G) Presiding Examiner, William E. Ellis, or any other officer or officers of the Commission designated by the Chief Examiner for that purpose (see Delegation of Authority, 27 F.R. 4276, etc.) shall fix the date of hearing by notice thereof; shall preside at the prehearing conference and at the hearing in this matter, pursuant to the Commission's rules of practice and procedure and as further provided by this order.

(H) Without limitation upon the authority of the Presiding Examiner to convene conferences prior to, or subsequent to the date herein fixed, pursuant to the provisions of § 1.18 or the Commission's rules of practice and procedure, a prehearing conference before the Presiding Examiner shall commence at 10:00 a.m., e.s.t., on January 12, 1965, in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., 20426, for the purpose of effectuating the intent of the Commission as hereinabove set out in the body of this order.

(I) Notices of intervention and petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the Commission's rules of practice and procedure, §§ 1.8 and 1.37(f) (18 CFR 1.8 and 1.37(f)) on or before November 20, 1964. Any party heretofore permitted to intervene in Docket No. RI63-212 may participate in these proceedings to the extent provided in the order granting them permission to intervene.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-11269; Filed, Nov. 3, 1964; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 64-WE-4]

JERRY BASSET, INC.

Notice of Petition for Public Hearing

Jerry Basset, Inc., Concord, California, has timely filed a petition for a public hearing pursuant to § 77.39 [New] (27 F.R. 10352), Part 77, Federal Aviation Regulations, in appeal of the Determination of Hazard to Air Navigation issued in OE Docket No. 64-WE-4 (29 F.R. 12886), for the proposed construction of a television antenna structure near Concord, California.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 77.37 [New]), the determination is-

sued in OE Docket No. 64-WE-4 (29 F.R. 12886) is not and will not be a final determination pending final disposition of the petition.

Issued in Washington, D.C., on October 28, 1964.

GEORGE R. BORSARI,
Chief,
Obstruction Evaluation Branch.

[F.R. Doc. 64-11229; Filed, Nov. 3, 1964;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15681, 15682; FCC 64-991]

CHARLES L. HAMILTON ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re application of Charles L. Hamilton, Sr. and Mildred B. Hamilton (husband and wife), Newton, Iowa, requests: 95.9 Mc, No. 240; 3 kw; 300 feet, Docket No. 15681, File No. BPH-4379; Richard C. Brandt, Newton, Iowa, requests: 95.9 Mc, No. 240; 3 kw; 200 feet, Docket No. 15682, File No. BPH-4422; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 28th day of October 1964;

The Commission having under consideration the above-captioned and described applications;

It appearing, that, except as indicated by the issues specified below, each of the applicants is legally, technically, financially, and otherwise qualified to construct and operate as proposed; and

It further appearing, that the above-captioned applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference; and

It further appearing, that the areas for which the applicants propose to provide FM broadcast service are significantly different in size and that for purposes of comparison, the areas and populations within the respective 1 mv/m contours together with the availability of other FM service (at least 1 mv/m) within such areas will be considered in the hearing ordered below for the purpose of determining whether a comparative preference should accrue to either applicant; and

It further appearing, that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are

designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the area and population within each of the proposed 1 mv/m contours and the availability of other FM services (at least 1 mv/m) to such areas and populations.

2. To determine, on a comparative basis, which of the proposals would better serve the public interest, convenience, and necessity in light of the evidence adduced pursuant to the foregoing issue and the record made with respect to the significant differences between the applicants as to:

(a) The background and experience of each having a bearing on the applicant's ability to own and operate the FM station as proposed.

(b) Proposals of each of the applicants with respect to the management and operation of the FM broadcast station as proposed.

(c) The programming services proposed in each of the above-captioned applications.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues which of the applications should be granted.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.221(c) of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: October 30, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-11272; Filed, Nov. 3, 1964;
8:49 a.m.]

¹ Commissioner Bartley absent.

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator
ACTING REGIONAL ADMINISTRATOR,
REGION I (NEW YORK)

Designation

Pursuant to the Housing and Home Finance Administrator's delegation of authority to Regional Administrators, effective as of May 4, 1962 (27 F.R. 4319, May 4, 1962), the following officers of Region I are hereby designated to act in the place and stead of the Regional Administrator for Region I, with the title of "Acting Regional Administrator," and with all the powers, functions, duties, and responsibilities delegated or assigned to the said Regional Administrator, in the event the Regional Administrator is unable to act by reason of his absence, illness, or other cause, provided that no officer identified below shall have authority to act as "Acting Regional Administrator" unless all those whose titles appear before his hereunder are unable to act by reason of absence, illness, or other cause:

1. Regional Counsel.
2. Regional Director of Urban Renewal.
3. Regional Director of Community Facilities.
4. Deputy Regional Director of Urban Renewal.

The designations made herein supersede those made in designation document effective June 15, 1962 (27 F.R. 5879, 6/21/62, which is hereby revoked.

Effective as of the 26th day of October 1964.

[SEAL] LESTER EISNER, JR.,
Regional Administrator, Region I.

[F.R. Doc. 64-11264; Filed, Nov. 3, 1964;
8:49 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

COTTON TEXTILE PRODUCTS PRO-
DUCED OR MANUFACTURED IN
PAKISTAN

Prohibition of Entry or Withdrawal
From Warehouse

OCTOBER 30, 1964.

On October 30, 1964, the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, informed the Government of Pakistan, that pending the conclusion of consultations between Pakistan and the United States regarding trade in cotton textiles, it was renewing for an additional twelve-month period beginning October 31, 1964, and

extending through October 30, 1965, the restraint on imports into the United States of cotton textiles in Category 22, produced or manufactured in Pakistan.

There is published below a letter of October 27, 1964, from the Chairman, President's Cabinet Textile Advisory Committee to the Commissioner of Customs, prohibiting, effective October 31, 1964, for the twelve-month period extending through October 30, 1965, the entry or withdrawal from warehouse for consumption in the United States of cotton textile products in Category 22 produced or manufactured in Pakistan in excess of 610,000 square yards.

JAMES S. LOVE, Jr.
Chairman, Interagency Textile
Administrative Committee,
and Deputy to the Secretary
of Commerce for Textile Pro-
grams.

THE SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington 25, D.C.
OCTOBER 27, 1964.

COMMISSIONER OF CUSTOMS,
DEPARTMENT OF THE TREASURY,
Washington, D.C.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, including Article 6 relating to non-participants, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective October 31, 1964, and for the twelve month period extending through October 30, 1965, entry into the United States for consumption, and withdrawal from warehouse for consumption, of cotton textile products in Category 22 produced or manufactured in Pakistan, in excess of the following level of restraint:

Category:	12-month level
22	of restraint
-----	610,000 sq. yds.

Entries of cotton textile products in Category 22, produced or manufactured in Pakistan, which have been exported to the United States from Pakistan, prior to October 31, 1964, shall be subject to this directive since the level for the period October 31, 1963, through October 30, 1964, has been exhausted by previous entries.

A detailed description of Category 22 in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of Pakistan and with respect to imports of cotton textile products from Pakistan have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of Section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

C. D. MARTIN, Jr.
Acting Secretary of Commerce, and
Acting Chairman, President's Cab-
inet Textile Advisory Committee.

[F.R. Doc. 64-11263; Filed, Nov. 3, 1964;
8:49 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1732]

AETNA LIFE INSURANCE CO. AND AETNA CASUALTY AND SURETY CO.

Notice of and Order for Hearing on Application for Order Exempting Transactions Between Affiliated Persons

OCTOBER 29, 1964.

Notice is hereby given that Aetna Life Insurance Company ("Aetna Life") and its majority-owned subsidiary, The Aetna Casualty and Surety Company, 151 Farmington Avenue, Hartford, Connecticut, 06115 ("Aetna Casualty"), both affiliated persons of Insurance Securities Trust Fund ("Insurance Securities"), a registered open-end diversified investment company, have filed a joint application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order exempting from the provisions of section 17(a) of the Act the proposed exchange of Insurance Securities' holdings of capital stock of Aetna Casualty for capital stock of Aetna Life as part of a proposed plan of Aetna Life and Aetna Casualty ("plan") to effectuate a complete identity of ownership of the capital stocks of the two companies. All interested persons are referred to the application, which is on file with the Commission, for a full statement of applicants' representations, which are summarized below.

Insurance Securities is a trust organized under the laws of the State of California and has its principal office in San Francisco, California. Its assets are invested primarily in stocks of insurance companies. It owns 406,817 shares, or 5.09 percent, of the 8,000,000 outstanding shares of capital stock of Aetna Life and 533,936 shares, or 7.63 percent, of the 7,000,000 outstanding shares of capital stock of Aetna Casualty.

Aetna Life, a Connecticut corporation, owns 4,312,535 shares, or 61.6 percent, of the outstanding capital stock of Aetna Casualty. Aetna Life is engaged in writing substantially all lines of life insurance customarily written by life insurance companies, including individual and group life, disability and health policies and annuity contracts, but not industrial policies. Aetna Casualty, also a Connecticut corporation, together with a subsidiary, write a virtually complete line of fire and casualty insurance. Aetna Life and Aetna Casualty are both licensed and do business in all the states of the United States, the District of Columbia, Puerto Rico, Guam, and Canada.

Briefly, the proposed plan provides in essence for (a) the merger of Aetna Casualty into a wholly-owned newly created subsidiary of Aetna Life through the issuance of new shares of Aetna Life to the shareholders of Aetna Casualty, and (b) the transfer by Aetna Life of all the outstanding shares of such subsidiary, which will carry on the business of Aetna Casualty, to a trust for the pro rata benefit of the shareholders of Aetna

Life. The primary purpose of the plan is stated to be to establish complete identity of stock ownership of Aetna Life and Aetna Casualty in order to achieve business advantages and to permit the realization of substantial annual savings in Federal income taxes made possible by recent changes in the Federal tax laws.

In general, the plan proposes the following steps:

1. The number of outstanding shares of capital stock of Aetna Life will be increased from 8,000,000 shares, \$5 par value, now outstanding to 20,000,000 shares, \$2.50 par value, by a 2-for-1 stock split and a 25 percent stock dividend.

2. Aetna Life has caused Farmington Valley Insurance Company ("Farmington"), a Connecticut corporation, to be organized with an authorized capitalization of 1,000 shares of capital stock. Aetna Life will issue to Farmington shares of Aetna Life equal in number to 1.9 times the number of outstanding shares of Aetna Casualty, and, in return, will receive all of the 1,000 shares of Farmington's authorized capital stock.

3. Aetna Casualty will be merged into Farmington which, as the surviving corporation, will be named The Aetna Casualty and Surety Company ("New Aetna Casualty"). To effect the merger, each share of Aetna Casualty will be converted into 1.9 shares of Aetna Life which are equivalent to 0.76 of a share of Aetna Life now outstanding. Assuming no shareholder of Aetna Casualty demands his statutory appraisal rights, the number of Aetna Life shares to be issued in exchange for the 7,000,000 outstanding shares of Aetna Casualty will be 13,300,000. However, Aetna Life, as a shareholder of Aetna Casualty, will receive in the merger 8,193,816 shares of its own capital stock, thereby leaving a total of 25,106,184 shares of Aetna Life outstanding after the merger. Insurance Securities as a shareholder of Aetna Casualty will participate in the exchange on the same basis as all other shareholders, receiving 1,014,478 shares of Aetna Life resulting in its holding, after giving effect to the stock split and stock dividend, of 2,031,521 shares, or 8.09 percent, of the total number of shares of Aetna Life to be outstanding after the proposal.

4. Aetna Life will distribute all of the outstanding capital stock of New Aetna Casualty to Hartford National Bank and Trust Company, Hartford, Connecticut, as Trustee ("Trustee") to be held in trust under a trust agreement to be executed by Aetna Life and the Trustee for the benefit of the holders of the shares of Aetna Life outstanding at the date of the trust agreement. The beneficial interests in the shares of New Aetna Casualty will be transferrable only in conjunction with the transfer of the Aetna Life shares and may not be transferred or sold separately.

The application states that the ratio at which shares of Aetna Casualty are to be converted into shares of Aetna Life has been determined after consideration of their relative market prices, the per-share earnings and capital stock equities of both companies, dividend payments and other factors, and consideration by

the Boards of Directors of a report of the investment firm of Morgan Stanley & Co., retained by Aetna Life and Aetna Casualty, which recommended as fair the ratio at which Aetna Life shares are to be issued for Aetna Casualty shares, and the report of Alfred M. Best Company, Inc., insurance finance experts, retained by both companies, which concurred in the recommendation of Morgan Stanley & Co. In addition, the merger ratio has been found to be fair to the shareholders of each company by the Insurance Commissioner of the State of Connecticut after a public hearing.

Approval of the merger by the holders of not less than two-thirds of the outstanding shares of Aetna Casualty is required by the General Statutes of Connecticut. Aetna Life has advised Aetna Casualty that the approximately 62 percent of the outstanding shares of Aetna Casualty held by Aetna Life will be voted in favor of the merger. In addition, the proposed increase in Aetna Life's authorized capital stock to permit the stock split and stock dividend and the proposed transfer by Aetna Life of all outstanding shares of New Aetna Casualty to the trust are subject to the approval of the shareholders of Aetna Life.

Shareholders of Aetna Casualty have certain appraisal rights with respect to the merger pursuant to Section 33-374 of the General Statutes of Connecticut.

It appearing to the Commission that it is appropriate in the public interest and in the interest of investors that a hearing be held with respect to the application:

It is ordered, Pursuant to section 40(a) of the Act, that a hearing on the aforesaid application under the applicable provisions of the Act and of the rules of the Commission thereunder be held on November 13, 1964 at 10:00 a.m. in the offices of the Securities and Exchange Commission, 425 Second Street NW., Washington, D.C., 20549. At such time the Hearing Room Clerk will advise as to the room in which such hearing will be held. Any person desiring to be heard or otherwise wishing to participate in the proceedings is directed to file with the Secretary of the Commission his application as provided by rule 9(c) of the Commission's rules of practice, on or before the date provided in said rule, setting forth any issues of law or fact which he desires to controvert or any additional issues which he deems raised by this Notice and Order or by such application.

It is further ordered, That William W. Swift, or any officer or officers of the Commission designated by it for that purpose, shall preside at said hearing. The officer so designated is hereby authorized to exercise all the powers granted to the Commission under sections 41 and 42(b) of the Act and to a hearing officer under the Commission's rules of practice.

The Division of Corporate Regulation having advised the Commission that it has made a preliminary examination of the application, and that upon the basis thereof the following matters and questions are presented for consideration without prejudice to its specifying ad-

ditional matters and questions upon further examination:

(a) Whether the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair and do not involve overreaching on the part of any person concerned;

(b) Whether the proposed transaction is consistent with the policy of the registered investment company concerned; and

(c) Whether the proposed transaction is otherwise consistent with the general purposes of the Act;

It is further ordered, That at the aforesaid hearing attention be given to the foregoing matters and questions.

It is further ordered, That the Secretary of the Commission shall give notice of the aforesaid hearing by mailing a copy of this notice and order by registered mail to Aetna Life, Aetna Casualty and Insurance Securities; that notice to all other persons be given by publication of this notice and order in the FEDERAL REGISTER; and that a general release of this Commission in respect of this notice and order be distributed to the press and mailed to the mailing list for releases.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-11230; Filed, Nov. 3, 1964;
8:47 a.m.]

[File No. 70-4237]

MISSISSIPPI POWER & LIGHT CO.

Notice of Proposed Transfer of Portion of Earned Surplus to Capital Stock Account

OCTOBER 29, 1964.

Notice is hereby given that Mississippi Power & Light Company ("Mississippi"), Electric Building, Jackson 5, Mississippi, a public utility subsidiary company of Middle South Utilities, Inc. ("Middle South"), a registered holding company, has filed with this Commission a declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), and has designated sections 6(a) and 7 of the Act as applicable to the proposed transaction.

All interested persons are referred to the declaration on file at the office of the Commission for a statement of the transaction therein proposed, which is summarized as follows:

Mississippi proposes to transfer from its earned surplus account to its common capital stock account an aggregate of \$2,850,000 which is equivalent to \$1 per share on its outstanding no par value common stock, all of which is held by Middle South. The common capital stock account will thereby be increased to \$45,600,000. At August 31, 1964, Mississippi's earned surplus account amounted to \$9,010,108, per books, and will be reduced to \$6,160,108 after giving effect to the proposed transaction. During the twelve months then ended, dividends charged to Mississippi's earned

surplus account aggregated \$4,336,035, consisting of \$346,035 on its outstanding preferred stock (all publicly held) and \$3,990,000 on its outstanding common stock.

The declaration states that no State regulatory agency and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction, and that no fees, commissions or expenses are to be paid in connection therewith.

Notice is further given that any interested person may, not later than November 23, 1964, request in writing that a hearing be held in respect of such matter, stating the nature of his interest, the reasons for the request, and the issues of fact or law which he desires to controvert, or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date the declaration, as filed or as it may be amended, may be permitted to become effective as provided in rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules under the Act as provided by rules 20(a) and 100 thereof or take such other action as it deems appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-11231; Filed, Nov. 3, 1964;
8:47 a.m.]

[File No. 1-935]

MOUNTAIN FUEL SUPPLY CO.

Notice of Application To Withdraw From Listing and Registration

OCTOBER 29, 1964.

The above named issuer has filed an application with the Securities and Exchange Commission pursuant to section 12(d) of the Securities Exchange Act of 1934 and Rule 12d2-2(d) promulgated thereunder, to withdraw the specified security from listing and registration on the Pittsburgh Stock Exchange.

The reasons alleged in the application for withdrawing this security from listing and registration include the following: The Capital Stock of the Applicant is, and is expected to continue to be, listed and registered on the New York Stock Exchange. The dual listing and registration causes unnecessary expense. The volume of the Applicant's stock traded on the Pittsburgh Stock Exchange is negligible. The historical reason—large distribution of shares in the vicinity of the Exchange—that led to listing

and registration on the Exchange no longer exists.

Any interested person may, on or before November 16, 1964, submit by letter to the Secretary of the Securities and Exchange Commission, Washington 25, D.C., facts bearing upon whether the application has been made in accordance with the rules of the Exchange and what terms, if any, should be imposed by the Commission for the protection of investors. An order granting the application will be issued after the date mentioned above, on the basis of the application and any other information furnished to the Commission, unless it orders a hearing on the matter.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-11232; Filed, Nov. 3, 1964;
8:47 a.m.]

[File No. 7-2409]

FINANCIAL FEDERATION, INC.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 29, 1964.

In the matter of application of the Philadelphia-Baltimore-Washington Stock Exchange for unlisted trading privileges in a certain security.

The above named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to Section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchanges:

Financial Federation, Inc.; File 7-2409

Upon receipt of a request, on or before November 16, 1964 from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-11233; Filed, Nov. 3, 1964;
8:47 a.m.]

TARIFF COMMISSION

WATCHES, WATCH MOVEMENTS, AND PARTS OF WATCH MOVEMENTS

Report to the President

OCTOBER 30, 1964.

The Tariff Commission today made public its report to the President on investigation No. TEA-I-7 under section 301(b) of the Trade Expansion Act of 1962. The investigation covered watches, watch movements, and parts of watch movements (except jewels). Concessions on these articles, in the form of duty reductions or bindings against increase of the rates of duty provided in the Tariff Act of 1930, were granted by the United States in a trade agreement with Switzerland, effective February 15, 1936. Following an escape-clause investigation concluded by the Tariff Commission in 1954, the President proclaimed increased rates of duty, effective July 28, 1954, on all the categories of watch movements on which the rates of duty had been previously reduced.

In the investigation just completed the Commission found unanimously that the articles covered by the investigation are not, as a result in major part of concessions granted under trade agreements, being imported in such increased quantities as to cause, or threaten to cause, serious injury to the domestic industry producing like or directly competitive articles.

All Commissioners held that any increases that may have occurred in recent years in imports of watches, watch movements, and one of the categories of parts of watch movements (those accompanying shipments of watch movements and valued at 4 percent or less of the value of such movements) are not attributable in major part to trade-agreement concessions. The 1936 trade-agreement reductions in duty on watch movements (including those incorporated in watches) were largely nullified by the escape action taken in 1954. The trade-agreement concession on the aforementioned category of parts consisted of a binding against increase of the 1930 rate of duty—a concession which could not have contributed significantly to any increase in imports.

With respect to the principal types of imported watch-movement parts, Commissioners Fenn, Sutton, and Culliton held that the imports have been stimulated mainly by factors other than the moderate reduction in duty made in 1936. Commissioners Dorfman and Talbot did not associate themselves with that view. Instead they held that the increased imports of those parts have not significantly affected competition between watches in which those parts are incorporated and other domestically made watches, whether pin-lever or jeweled-lever.

Copies of the Commission's report are available upon request as long as the limited supply lasts. Address requests to the Secretary, U.S. Tariff Commission,

8th and E Streets NW., Washington, D.C., 20436.

By direction of the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 64-11177; Filed, Nov. 3, 1964;
8:50 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

OCTOBER 30, 1964.

Protests to the granting of an application must be prepared in accordance with § 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39354: *Returned shipments of rice to Southern Territory Points.* Filed by O. W. South, Jr., agent (No. A4582), for interested rail carriers. Rates on rice and rice products, in carloads, returned to original points of origin, from points in official (including Illinois), southern, southwestern, western trunkline and Canadian territories, to points in southern territory, including Mississippi River crossings. Grounds for relief: Carrier competition.

Tariff: Supplement 9 to Southern Freight Association, agent, tariff I.C.C. S-423.

FSA No. 39355: *Joint motor-rail rates—Niagara Frontier.* Filed by Niagara Frontier Tariff Bureau, Inc., agent (No. 32), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central states, middle Atlantic and New England territories, on the one hand, and points in Provinces of Ontario and Quebec, Canada, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 26 to Niagara Frontier Tariff Bureau, Inc., agent, tariff MF-I.C.C. 59.

FSA No. 39356: *Soybeans to Fredonia, Kans.* Filed by Southwestern Freight Bureau, agent (No. B-8626), for interested rail carriers. Rates on soybeans, in bulk, in carloads, from specified points in Missouri and Oklahoma, to Fredonia, Kans.

Grounds for relief: Carrier competition.

Tariffs: Supplements 54 and 14 to Southwestern Freight Bureau, agent, tariffs I.C.C. 4475 and 4483, respectively.

FSA No. 39357: *Liquid caustic soda to Pepperell, Ala.* Filed by O. W. South, Jr., agent (No. A4584), for interested rail carriers. Rates on liquid caustic soda, in tank car loads, from Acme and Wilmington, N.C., Brunswick, Ga., and Charleston, S.C., to Pepperell, Ala.

Grounds for relief: Market competition.

Tariffs: Supplements 96 and 154 to Southern Freight Association, agent, tariffs I.C.C. S-207 and S-194, respectively.

FSA No. 39358: *Liquid caustic soda to Cedartown, Ga.* Filed by O. W. South, Jr., agent (No. A4585), for interested rail carriers. Rates on liquid caustic soda, in tank carloads, from Evans City and Redstone Arsenal, Ala., and Memphis, Tenn., to Cedartown, Ga.

Grounds for relief: Market competition.

Tariffs: Supplements 154 and 195 to Southern Freight Association, agent, tariffs I.C.C. S-194 and S-116, respectively.

FSA No. 39359: *Corn to points in Maine, New Hampshire, and Vermont.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2747), for interested rail carriers. Rates on corn, air dried or otherwise dried, in bulk, in carloads, from points in Indiana, Michigan, western New York, Ohio, western Pennsylvania, and western West Virginia, to points in Maine, New Hampshire, and Vermont.

Grounds for relief: Market competition and partially restore destination rate relationship with receivers in Maryland, Virginia, and Delmarva Peninsula.

Tariff: Supplement 3 to Traffic Executive Association-Eastern Railroads, agent, tariff I.C.C. C-474.

FSA No. 39360: *Carbolic acid from East St. Louis, Ill.* Filed by Southwestern Freight Bureau, agent (No. B-8627), for interested rail carriers. Rates on acid, carbolic (phenol), in tank carloads, from East St. Louis, Ill., to Boutte and Luling, La.

Grounds for relief: Market competition.

Tariff: Supplement 71 to Southwestern Freight Bureau, agent, tariff I.C.C. 4469.

AGGREGATE-OF-INTERMEDIATES

FSA No. 39361: *Carbolic acid from East St. Louis, Ill.* Filed by Southwestern Freight Bureau, agent (No. B-8628), for interested rail carriers. Rates on carbolic acid (phenol), in tank carloads, from East St. Louis, Ill., to Boutte and Luling, La.

Grounds for relief: Maintenance of depressed rates published to meet market competition without use of such rates as factors in constructing combination rates.

Tariff: Supplement 71 to Southwestern Freight Bureau, agent, tariff I.C.C. 4469.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-11250; Filed, Nov. 3, 1964; 8:48 a.m.]

[Notice 327]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

OCTOBER 30, 1964.

The following letter-notices of proposals to operate over deviation routes

for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 2202 (Deviation No. 79), ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron, Ohio, 44309, filed October 21, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Memphis, Tenn., over Interstate Highway 55 to Winona, Miss., thence over access road, U.S. Highway 82 to Greenwood, Miss., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Memphis, over U.S. Highway 61 to Clarksdale, Miss., thence over U.S. Highway 49 to junction U.S. Highway 49-E, thence over U.S. Highway 49-E to junction U.S. Highway 82, thence over U.S. Highway 82 to Greenwood, and return over the same route.

No. MC 4963 (Deviation No. 8), JONES MOTOR CO., INC., Bridge St., and Schuyhill Road, Spring City, Pa., filed October 19, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highways 11 and 15 at Harrisburg, Pa., over U.S. Highway 15, to junction U.S. Highway 22, thence over U.S. Highway 22 to Pittsburgh, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Harrisburg over U.S. Highway 11 to Carlisle Toll Gate, thence over Pennsylvania Turnpike to Irwin Toll Gate, and thence over U.S. Highway 30 to Pittsburgh, and return over the same route.

No. MC 4963 (Deviation No. 9), JONES MOTOR CO., INC., Bridge St., and Schuyhill Road, Spring City, Pa., filed October 19, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highways 11 and 15 at Harrisburg, Pa., over U.S. Highway 15 to junction U.S. High-

way 22, thence over U.S. Highway 22 to junction U.S. Highway 422, thence over U.S. Highway 422 to Portersville, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Harrisburg over U.S. Highway 11 to Carlisle Toll Gate, thence over Pennsylvania Turnpike to Irwin Toll Gate, thence over U.S. Highway 30 to junction U.S. Highway 19, thence over U.S. Highway 19 to Portersville, and return over the same route.

No. MC 42261 (Deviation No. 1), LANGER TRANSPORT CORP., Route 1 & Foot of Danforth Avenue, Box 305, Jersey City, N.J. Carrier's attorney: William C. Mitchell, 140 Cedar Street, New York 6, N.Y., filed October 21, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: Between Albany, N.Y., and Utica, N.Y., over the Thomas E. Dewey Thruway (formerly known as the New York Thruway), for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: between Albany, and Utica, over New York Highway 5.

No. MC 59680 (Deviation No. 27), STRICKLAND TRANSPORTATION CO., INC., and STRICKLAND TRANSPORTATION CO., INC., OPERATOR (IN PART) OF ENGLAND TRANSPORTATION COMPANY, INC., Post Office Box 5689, Dallas, Tex., 75222, filed October 16, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From New Orleans, La., over U.S. Highway 61, to junction U.S. Highway 190 at Baton Rouge, La., thence over U.S. Highway 190 to junction U.S. Highway 71, thence over U.S. Highway 71 to Alexandria, La., thence over U.S. Highway 165, via Monroe, La., to junction U.S. Highway 65, thence over U.S. Highway 65 to Pine Bluff, Ark., thence over U.S. Highway 79 to Memphis, Tenn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from New Orleans, over U.S. Highway 61 to junction U.S. Highway 190 at Baton Rouge, thence over U.S. Highway 190 to junction U.S. Highway 71, thence over U.S. Highway 71 to Texarkana, Ark., thence over U.S. Highway 67, to Little Rock, Ark., thence over U.S. Highway 70 to Memphis, and return over the same route.

No. MC 75295 (Deviation No. 4), EAST COAST FREIGHT LINES, 3005 West Marshall Street, Richmond 30, Va., filed October 23, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between junction Interstate Highway 495 and U.S. Highway 350 and junction Interstate Highway 495 and U.S. Highway 50, over Interstate Highway 495, for operating convenience only. The

notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Richmond, Va. and New York, N.Y., over U.S. Highway 1.

No. MC 75320 (Deviation No. 22), CAMPBELL SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo., 65801, filed October 22, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Crystal Springs, Miss., over Mississippi Highway 27 to the Mississippi-Louisiana State line, thence over Louisiana Highway 25 to junction U.S. Highway 190, thence over U.S. Highway 190 to junction Lake Pontchartrain Causeway, thence over Lake Pontchartrain Causeway to New Orleans, La., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From New Orleans, over U.S. Highway 61 to junction U.S. Highway 51, thence over U.S. Highway 51 to Jackson, Miss., and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 202) (Canceling Deviation No. 161) GREYHOUND LINES, INC. (Southern Division) 219 East Short Street, Lexington, Ky., 40507, filed October 16, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers* in the same vehicle with passengers over deviation routes as follows: (a) from junction U.S. Highway 11 and Interstate Highway 59 one-half mile south of Nicholson, Miss., over Interstate Highway 59 to junction U.S. Highway 11 one-half mile north of Pearl River, La.; (b) from Laurel, Miss., over Interstate Highway 59 to junction Mississippi Highway 26 approximately three miles east of Poplarville, Miss., thence over Mississippi Highway 26 to Poplarville, also over the following access routes: (1) over U.S. Highway 49 from its junction with Interstate Highway 59 to Hattiesburg, Miss.; (2) from junction U.S. Highway 98 and Interstate Highway 59 over access route U.S. Highway 98 to Hattiesburg, Miss.; (3) from junction Interstate Highway 59 and U.S. Highway 11, over U.S. Highway 11 to Hattiesburg, Miss., and (4) from junction Interstate Highway 59 and Mississippi Highway 13, thence over Mississippi Highway 13 to Lumberton, Miss., and (c) from Meridian, Miss., over Interstate Highway 59 to junction U.S. Highway 11 near Toomsuba, Miss., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Birmingham, Ala., over U.S. Highway 11 via Bucksville and Box Springs, Ala. to New Orleans, La., and return over the same route.

No. MC 1515 (Deviation No. 203) (canceling Deviation No. 181), GREYHOUND LINES, INC. (Central Greyhound Lines Division), 210 East 9th

Street, Fort Worth, Tex., filed October 19, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From the Illinois-Iowa State line over Interstate Highway 80 to Omaha, Nebr.; and over the following access routes: From junction Interstate Highway 80 and Iowa Highway 1 (formerly Iowa Highway 261) over Iowa Highway 1 to Iowa City, Iowa; also from junction Interstate Highway 80 and Iowa Highway 149 over Iowa Highway 149 to junction U.S. Highway 6, near South Amana, Iowa; also from junction Interstate Highway 80 and Iowa Highway 146 over Iowa Highway 146 to Grinnell, Iowa; also from junction Interstate Highway 80 and Iowa Highway 14 over Iowa Highway 14 to Newton, Iowa; also from junction Interstate Highway 80 and U.S. Highway 71 over U.S. Highway 71 to Atlantic, Iowa, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows: From De Kalb, Ill., over Alternate U.S. Highway 30 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Illinois Highway 2, thence over Illinois Highway 2 to junction Illinois Highway 92, thence over Illinois Highway 92 to junction U.S. Highway 6, thence over U.S. Highway 6 to Omaha, and return over the same route.

No. MC 61616 (Deviation No. 9), MIDWEST BUSLINES, INC., Post Office Box 1188, Little Rock, Ark., filed October 22, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express, mail, and newspapers*, in the same vehicle with passengers, over a deviation route as follows: Between North Little Rock, Ark., and junction Interstate Highway 40 and U.S. Highway 65, 10.5 miles northwest of North Little Rock, over Interstate Highway 40, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows: From Fort Smith, Ark., over U.S. Highway 64 to junction U.S. Highway 65, thence over U.S. Highway 65 to junction U.S. Highway 70, thence over U.S. Highway 70 to Memphis, Tenn., and return over the same route.

No. MC 123833 (Deviation No. 1), THAMES VALLEY TRANSPORTATION, INC., 385 Central Ave., Norwich, Conn., filed October 21, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers*, in the vehicle with passengers, over a deviation route as follows: From a point near Quaker Hill, Conn., over Connecticut Highway 52 to Entrance 78 on the Connecticut Turnpike, thence over the Connecticut Turnpike and Connecticut Highway 52, to its northern extension at a point near Dayville, Conn., and return over the same route, for operating

convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows: From New London, Conn., over Connecticut Highway 32 to Norwich, Conn., thence over Connecticut Highway 12 to the Connecticut-Massachusetts State line, thence over Massachusetts Highway 12 to Worcester, Mass., and return over the same route.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-11251; Filed, Nov. 3, 1964;
8:48 a.m.]

[Notice 698]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 30, 1964.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.247) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 a.m., U.S. standard time (or 9:30 o'clock a.m., local d.s.t., if that time is observed), unless otherwise specified.

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

Special rules of procedure for hearing.

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 119741 (Sub-No. 12) (REPUBLICATION), filed June 29, 1964, pub-

lished in FEDERAL REGISTER issue of July 8, 1964, amended October 8, 1964, and republished October 21, 1964. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, other than hides and commodities in bulk, in tank vehicles, as described in Sections A and C Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site or facilities used by Wilson & Co., Inc., at or near Cherokee, Iowa, to points in Illinois, Kansas, Missouri, and Nebraska; and (2) *equipment, materials, and supplies* used or useful to persons engaged in the manufacture of meats and the processing and slaughtering of animals, from points in Illinois, Kansas, Missouri, and Nebraska to the plant or facilities of Wilson & Company located at or near Cherokee, Iowa.

NOTE: The purpose of this republication is to set forth the hearing information.

HEARING: December 16, 1964, at the Midland Hotel, 172 West Adams Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 123639 (Sub-No. 22), filed October 15, 1964. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver, Colo. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles) from Cherokee, Iowa to points in Colorado, Kansas, Nebraska, and Illinois.

NOTE: Applicant states the proposed operations will be restricted to traffic originating at the plant site of Wilson & Co., Inc. and/or cold storage facilities utilized by that company at or near Cherokee, Iowa.

HEARING: December 16, 1964, at the Midland Hotel, 172 West Adams Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 124174 (Sub-No. 29) (REPUBLICATION), filed October 5, 1964, published in FEDERAL REGISTER issue October 21, 1964, and republished this issue. Applicant: MOMSEN TRUCKING COMPANY, a corporation, Highway 18 and 71 North, Spencer, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), restricted to Wilson & Co., Inc., traffic originating at the plant site and/or cold storage facilities utilized

by Wilson & Co., Inc., from Wilson & Co., Inc. located at or near Cherokee, Iowa, to points in Illinois, Minnesota, Wisconsin, Omaha, Nebr., and the Indiana portion of the Chicago, Ill., Commercial Zone.

NOTE: The purpose of this republication is to set forth the hearing information.

HEARING: December 16, 1964, at the Midland Hotel, 172 West Adams Street, Chicago, Ill., before Examiner Richard A. White.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-11253; Filed, Nov. 3, 1964; 8:48 a.m.]

[Notice 697]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FORWARDER APPLICATIONS

OCTOBER 30, 1964.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protests shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 808 (Sub-No. 38), filed October 12, 1964. Applicant: ANCHOR MOTOR FREIGHT, INC., 2111 Chagrin Boulevard, Cleveland, Ohio. Applicant's attorney: J. A. Kundtz, 1050 Union Commerce Building, Cleveland, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Automotive vehicles, chassis, bodies, cabs, and trailers, new, used, finished, unfinished, or wrecked, automobile parts,*

¹ Copies of Special Rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

tools, and accessories, moving in connection with the above-specified commodities, *chassis, bodies, cabs and trailers, and show equipment or paraphernalia*, in initial movements, in driveway and truckaway service, from the plant site of the General Motors Corporation Assembly Plant located in Lordstown Township, Trumbull County, Ohio, to points in Arkansas, Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin, and the District of Columbia, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

NOTE: Applicant states the proposed service is to be "restricted against the transportation of trailers designed to be drawn by passenger automobiles." Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 827 (Sub-No. 7), filed October 16, 1964. Applicant: MAUD E. FLEMING AND DOROTHY M. IVINS, EXECUTRICES OF ESTATE OF WILLIAM T. FLEMING, 2215-17 Hunting Park Avenue, Philadelphia, Pa., 19140. Applicant's attorney: Russell Wolfe, 1220 Commercial Trust Building, Philadelphia, Pa., 19192. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise*, as is dealt in by chain retail automobile supply stores and *damaged, defective and returned shipments, and trade-ins of such merchandise*, between Philadelphia, Pa., on the one hand, and, on the other, Salisbury, Md.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 2253 (Sub-No. 22), filed October 14, 1964. Applicant: CAROLINA FREIGHT CARRIERS CORPORATION, Post Office Box 697, Cherryville, N.C. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Fiberton, N.C. (formerly Majolica), as an off-route point in connection with applicant's authorized regular-route operation between North Wilkesboro, N.C., and Charlotte, N.C.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 2392 (Sub-No. 34), filed October 19, 1964. Applicant: WHEELER TRANSPORT SERVICE, INC., Box 432, Genoa, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and fertilizer solutions*, in bulk, in tank vehicles, from the plant site of Comino Products, Inc.,

located at or near Hoag, Nebr., to points in Iowa, Kansas, Minnesota, Missouri, and South Dakota, and *damaged and rejected shipments* of the commodities specified, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 3114 (Sub-No. 23), filed October 21, 1964. Applicant: T. H. COMPTON, INC., Great Cacapon, W. Va. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron pyrite cinders*, in bulk, from North Claymont, Del., to Martinsburg, W. Va.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 8948 (Sub-No. 55), filed October 14, 1964. Applicant: WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif. Applicant's attorney: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except livestock, articles of unusual value, household goods as defined by the Commission, bulk commodities, and commodities requiring special equipment), serving the plant site of Cimarron Facilities of Nuclear Products Division of Kerr Mc-Gee Oil Industries, Inc., located along the south side of the Cimarron River, northeast of the junction of Oklahoma Highways 33 and 74, approximately twelve (12) miles north of the northern boundary of the city limits of Oklahoma City, Okla., as an off-route point in connection with applicant's presently authorized regular-route operation.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 9942 (Sub-No. 17), filed October 19, 1964. Applicant: HALL FREIGHT LINES, INC., 12-18 College Street, Danville, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the plant site of Bethlehem Steel Company Burns Harbor plant located in Porter County, Ind., as an off-route point in connection with applicant's regular route operations to and from Chicago, Ill.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 13087 (Sub-No. 26), filed October 12, 1964. Applicant: STOCKBERGER TRANSFER & STORAGE, INC., 524 Second Street SW., Mason City, Iowa. Applicant's representative:

William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from Mason City, Iowa, to points in Illinois (except Chicago), Indiana, Kansas, Minnesota, Missouri, Nebraska, Michigan, and Wisconsin (except Green Bay, Madison, Oshkosh, and Two Rivers).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 14702 (Sub-No. 6) (CLARIFICATION), filed September 11, 1964, published FEDERAL REGISTER issue September 24, 1964, and clarified and republished this issue. Applicant: OHIO FAST FREIGHT, INC., Post Office Box 808, Warren, Ohio. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between the sites of the plants of General Motors Corporation, located in or near Lordstown Township, Trumbull County, Ohio, on the one hand, and, on the other, Warren, Ohio.

NOTE: Applicant states "that it intends to tack the authority here applied for to other authority held by it under MC 14702 thereby providing a through service between the plant sites specified above, on the one hand, and, on the other, points in Ohio, West Virginia, Pennsylvania, New Jersey, Virginia, Maryland, the District of Columbia, and New York." If a hearing is deemed necessary, applicant requests it be held with other similar cases seeking the same authority. The purpose of this republication is to more clearly state the service as proposed.

No. MC 15511 (Sub-No. 20), filed October 12, 1964. Applicant: CARSTENSEN FREIGHT LINES, INC., Lincoln Highway, Clinton, Iowa. Applicant's attorney: Edw. G. Bazelon, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, Classes A and B explosives, commodities in bulk, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), between junction U.S. Highway 30 and Iowa Highway 150, and Wheatland, Iowa, over U.S. Highway 30, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations, between Cedar Rapids, Iowa, and Moline, Ill.

NOTE: Applicant states it seeks authority to serve the junction of U.S. Highway 30 and Iowa Highway 150 as a point of joinder only. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21571 (Sub-No. 28), filed October 19, 1964. Applicant: SCHERER FREIGHT LINES, INC., 424 West Madison Street, Ottawa, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the site of the Bethlehem Steel Company Burns Harbor plant located in Porter County, Ind., as an off-route point in connection with applicant's regular-route operations to and from Chicago, Ill.

NOTE: Applicant has contract carrier authority under MC 115738, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 22278 (Sub-No. 18), filed October 19, 1964. Applicant: TAKIN BROS. FREIGHT LINE, INC., 2125 Commercial Street, Waterloo, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Meats, packinghouse products and commodities used by packinghouses* as described by the Commission in Appendix I to the report in *Descriptions in Motor Carrier Certificates—Packinghouse Products* 61 M.C.C. 209 and 766, serving the off-route point of Hawarden, Iowa, in connection with applicant's authorized regular route operations.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 27063 (Sub-No. 10), filed October 12, 1964. Applicant: LIBERTY TRANSFER COMPANY, INC., 1601 Cuba Street, Baltimore, Md. Applicant's attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Matches, in mixed loads with canned and bottled foods*, from Newark, N.J., to points in Delaware, Maryland, Pennsylvania, and the District of Columbia within 125 miles of Bridge-ton or Winslow, N.J.

NOTE: Applicant states the proposed service will be performed for the account of Hunt-Wesson Sales Company, a Division of Hunt Foods and Industries, Inc. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 28595 (Sub-No. 5), filed October 9, 1964. Applicant: ANNA M. HANSEN, doing business as HANSEN'S TRUCK LINE, Westcliffe, Colo. Applicant's attorney: Marion F. Jones, Suite 526, Denham Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, trans-

porting: (1) *Vermiculite*, over irregular routes, from the plant site of Rimlite, Inc. (located about 1 (one) mile east of Westcliffe, Colo.), to points in Wyoming, Kansas, and those in Nebraska on the west of U.S. Highway 81, points in Texas and New Mexico on and north of U.S. Highway 66, and those in Utah on and east of U.S. Highway 91. (2) *General commodities*, over regular routes: (a) Between Westcliffe, Colo., and Pueblo, Colo., over Colorado Highway 96, serving all intermediate points, and (b) between Westcliffe, Colo., and Pueblo, Colo., from Westcliffe over Colorado Highway 96 to Wetmore, Colo., thence over Colorado Highway 67 to Florence, Colo., thence over Colorado Highway 115 to Canon City, Colo., thence over U.S. Highway 50 to Pueblo, and return over the same route, serving all intermediate points on Colorado Highway 96 between Westcliffe and Wetmore, Colo., and (3) irregular routes: Between points in that part of Custer County, Colo., not east of Colorado Highways 67 and 165, and points in that part of Huerfano County, Colo., on and north of a line extending from the Huerfano-Saguache County line through Bradford to Greenhorn, Colo., on the one hand, and, on the other, points in Colorado.

NOTE: Applicant states that it holds authority in MC 28595 (Sub-No. 3) for substantially the same authority applied for in part two by virtue of Certificate of Registration, and that conversion of that authority to a certificate is necessitated because of Part 1 of the application. Applicant also transports passengers in the State of Colorado by virtue of a Certificate in No. MC 108875. If a hearing is deemed necessary, applicant requests that it be held at Denver, Colo.

No. MC 29566 (Sub-No. 92), filed October 19, 1964. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Chicago and Deerfield, Ill., to points in Kansas, and points in Missouri on and north of U.S. Highway 50.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 30844 (Sub-No. 162), filed October 19, 1964. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from points in Dakota County, Nebr., to points in Colorado, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island,

Vermont, Virginia, West Virginia, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa, or Washington, D.C.

No. MC 32430 (Sub-No. 4), filed October 12, 1964. Applicant: FERGUSON TRANSFER COMPANY, a corporation, 320 North Front Street, Coos Bay, Ore. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 SW. Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Coos and Curry Counties, Ore., on the one hand, and, on the other, points in Multnomah County, Ore., Clark County, Wash., and Del Norte County, Calif.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 40428 (Sub-No. 11), filed October 16, 1964. Applicant: CROSS TRANSPORTATION, INC., Carll's Corner, Bridgeton, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass and plastic containers, carboys, demijohns, jars, bottles, packing glasses, caps, covers, stoppers, closures or tops, boxes, paper, fiberboard, and pulpboard*, in sheets or rolls, *fiberboard and pulpboard liners and fillers, and empty containers*, between Bridgeton, and Glassboro, N.J., on the one hand, and, on the other, points in New Hampshire, Vermont, West Virginia, and Maine.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 42614 (Sub-No. 44), filed October 20, 1964. Applicant: CHICAGO AND NORTH WESTERN RAILWAY COMPANY, a corporation, 400 West Madison Street, Chicago, Ill., 60606. Applicant's attorney: William A. Cottrell, 400 West Madison Street, Chicago 6, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Meats, meat products, and meat byproducts, articles distributed by meat packinghouses, and such commodities as are used by meat packers in the conduct of their business* when destined to and for use by meat packers, as described in Sections A, C, and D of the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, (1) between Watertown, S. Dak., and Aberdeen, S. Dak.; from Watertown over South Dakota Highway 20 to junction South Dakota Highway 37, thence over South Dakota Highway 37 to junction U.S. Highway 12 at Groton, S. Dak., thence over U.S. Highway 12 to Aberdeen, and (2) from Watertown over U.S. Highway 212 to junction U.S. Highway 281, thence over U.S. Highway 281 to Aberdeen, and return over the same routes, serving no intermediate points.

NOTE: Applicant states that the proposed service will be restricted to prior or subsequent rail haul. Common control may be

involved. If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 42614 (Sub-No. 45), filed October 20, 1964. Applicant: CHICAGO AND NORTH WESTERN RAILWAY COMPANY, a corporation, 400 West Madison Street, Chicago, Ill., 60606. Applicant's attorney: William F. Cottrell, 400 West Madison Street, Chicago 6, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Meats, meat products, and meat byproducts, articles distributed by meat packinghouses, and such commodities as are used by meat packers in the conduct of their business* when destined to and for use by meat packers, as described in Sections A, C, and D of the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, between Huron, S. Dak., and Aberdeen, S. Dak.; from Huron over U.S. Highway 14 to junction U.S. Highway 281, thence over U.S. Highway 281 to Aberdeen, and return over the same route, serving no intermediate points.

NOTE: Applicant states that the proposed service will be restricted to prior or subsequent rail haul. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Huron, S. Dak.

No. MC 52869 (Sub-No. 74), filed October 19, 1964. Applicant: NORTHERN TANK LINE, a corporation, 511 Pleasant Street, Miles City, Mont. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizers, fertilizer ingredients, and fertilizer solutions*, from Cheyenne, Wyo., and points within ten (10) miles thereof, to points in Nebraska, Colorado, Kansas, North Dakota, South Dakota, Montana, Utah, Idaho, and Wyoming.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 56553 (Sub-No. 15), filed October 19, 1964. Applicant: PULASKI HIGHWAY EXPRESS, INC., 640 Hamilton Avenue, Nashville, Tenn. Applicant's attorney: James C. Havron, Nashville Bank and Trust Building, Nashville, Tenn., 37201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Lawrenceburg, Tenn., and the Tennessee-Alabama State line, over U.S. Highway 43, serving all intermediate points, (2) between St. Joseph, Tenn., and Iron City, Tenn., over an unnumbered highway, serving all intermediate points, (3) between Leoma, Tenn., and Pulaski, Tenn., from Leoma, Tenn., over Tennessee Highway 98 to Bonnetown, Tenn., thence over an unnumbered highway to Minor Hill,

Tenn., thence over Tennessee Highway 11 to Pulaski, Tenn., and return over the same route, serving all intermediate points, and (4) between Lawrenceburg, Tenn., and Columbia, Tenn., over U.S. Highway 43, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

NOTE: Applicant states that all of the above described routes are to be used in connection with applicant's presently existing service. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 59367 (Sub-No. 18), filed October 19, 1964. Applicant: DECKER TRUCK LINE, INC., Post Office Box 915, Fort Dodge, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packing-houses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Mason City, Iowa, to points in Minnesota, Missouri, and Illinois (except points in the Chicago, Ill., commercial zone as defined by the Commission).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 59570 (Sub-No. 24), filed October 12, 1964. Applicant: HECHT BROTHERS, INC., Lakewood Road, Post Office Box 232, Toms River, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodity, (1) between points in Nassau, Suffolk, Westchester, Putnam, Dutchess, Orange and Rockland Counties, N.Y., New York, N.Y., and points in Connecticut and New Jersey, and (2) *salt*, from points in Nassau, Suffolk, Westchester, Putnam, Dutchess, Orange and Rockland Counties, N.Y., New York, N.Y., and points in Connecticut and New Jersey, to points in Pennsylvania on and east of U.S. Highway 15, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodity, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 59852 (Sub-No. 21), filed October 19, 1964. Applicant: ALL STATES FREIGHT, INC., 1250 Kelly Avenue, Akron, Ohio. Applicant's representative: Walter M. F. Neugebauer, 1250 Kelly Avenue, Post Office Box 7036, Akron, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission,

and commodities requiring special equipment), serving the plant sites of the General Motors Corporation located in Lordstown Township, Trumbull County, Ohio, as off-route points in connection with applicant's authorized regular route operations.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 61592 (Sub-No. 25), filed October 14, 1964. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural machinery and implements*, other than hand, as defined in Appendix XII 1.(b) in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and *parts thereof* when moving with such machinery and implements, from Memphis, Tenn., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, Tennessee, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities and *returned and rejected shipments*, on return.

NOTE: Applicant states it is presently authorized to transport the above named commodities from Memphis to points in Illinois (except Rockford) on and west of U.S. Highway 51 and on and north of U.S. Highway 24, and points in that part of Iowa (except Charles City) on and east of U.S. Highway 65. Applicant agrees that to the extent the present application duplicates authority presently held the authority shall be construed as granting only one operating right. Applicant states that by observing a Moline, Ill., gateway, it is presently authorized to provide service on the named commodities from Memphis to points in Iowa, those in Wisconsin on and south of the previous route of U.S. Highway 10, and those in Illinois on and north of the previous route of U.S. Highway 40. Applicant also states that by observing gateways at Moline, Ill., and Ida Grove, Iowa, it is presently authorized to provide service on the named commodities from Memphis to points in Minnesota, Nebraska and South Dakota. Applicant further states that by observing a Kewanee, Ill., gateway, it is presently authorized to provide service on the named commodities, excepting parts thereof, from Memphis to points in North Dakota. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61592 (Sub-No. 27), filed October 19, 1964. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Illinois on and north of U.S. Highway 24, and from points in Iowa on and east of U.S. Highway 65, and on and south of U.S. Highway 20, to points in Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Tennessee, and Wisconsin, and Minneapolis and St. Paul, Minn., and *returned and rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 68183 (Sub-No. 20), filed October 21, 1964. Applicant: YANKEE LINES, INC., 1400 East Archwood Avenue, Akron, Ohio. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plant site of Chevrolet Division of General Motors Corp. located in Lordstown Township, Trumbull County, Ohio, as an off-route point in connection with applicant's regular route operations.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 68997 (Sub-No. 1), filed October 15, 1964. Applicant: A. A. RABALAIS, INC., 1333 Jefferson Highway, New Orleans 21, La. Applicant's attorney: Jack W. Thomson, Jr., 1649 National Bank of Commerce Building, New Orleans, La. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, equipment, materials and supplies used in the conduct of such business* between New Orleans, La., on the one hand, and, on the other, points in Ashley County, Ark., restricted to transportation services performed under contract with The Great Atlantic & Pacific Tea Company, Inc.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 69116 (Sub-No. 87), filed October 20, 1964. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Manchester, Mo., as an off-route point in connection with applicant's regular route operations.

NOTE: If a hearing is deemed necessary, applicant requests it be held with other similar cases seeking same authority.

No. MC 72442 (Sub-No. 14), filed October 14, 1964. Applicant: AKERS MOTOR LINES, INC., Post Office Box 579, Gastonia, N.C. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, tobacco, liquor, commodities in bulk, commodities requiring special equipment, and house-

hold goods as defined by the Commission), serving Fiberton, N.C. (formerly Majolica, N.C.), as an off-route point in connection with applicant's authorized regular-route operation.

NOTE: If a hearing is deemed necessary, applicant requests it to be held at Washington, D.C.

No. MC 87720 (Sub-No. 23), filed October 20, 1964. Applicant: BASS TRANSPORTATION CO., INC., Star Route A, Old Croton Road, Flemington, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New office furniture*, in mixed shipments, crated and uncrated, from Flemington, N.J., to points in Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut, and *rejected and damaged shipments*, on return.

NOTE: Applicant states the proposed service is to be "under contract with Standard Pressed Steel Company, Jenkintown, Pa., presently served." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 88161 (Sub-No. 65), filed October 19, 1964. Applicant: INLAND TRANSPORTATION CO., INC., 6737 Corson Avenue South, Seattle, Wash. Applicant's representative: S. A. Cole (address same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals and acids*, in bulk, in tank vehicles, and *rejected or contaminated shipments*, between points in Oregon on the one hand, and, on the other, points in Idaho and Montana.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 92822 (Sub-No. 17), filed October 14, 1964. Applicant: JOHN R. LOOMIS, Granville, N.Y. Applicant's attorney: Martin Werner, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, in bulk, from Pittsfield, Mass., to Ticonderoga, N.Y., and *returned, refused, and rejected shipments* of wood chips, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 94265 (Sub-No. 141), filed October 22, 1964. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Indianapolis, Ind., to points in Virginia, West Virginia, Maryland, Pennsylvania, Delaware, New York, New Jersey, Massachusetts, Connecticut, Rhode Island, and the District of Columbia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94350 (Sub-No. 39), filed October 16, 1964. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers and special purpose trailers designed to be drawn by passenger automobiles*, in initial movements from points in Sherman County, Kans. to points in the United States including Alaska but excluding Hawaii and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Goodland, Kans.

No. MC 94350 (Sub-No. 40), filed October 15, 1964. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers and special purpose trailers designed to be drawn by passenger automobiles*, in initial movements from points in Yuma County, Colo., to points in the United States including Alaska, but excluding Hawaii and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 94350 (Sub-No. 41), filed October 15, 1964. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers and special purpose trailers designed to be drawn by passenger automobiles*, in initial movements from points in Kit Carson County, Colo., to points in the United States including Alaska, but excluding Hawaii and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 94350 (Sub-No. 42), filed October 16, 1964. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers and special purpose trailers designed to be drawn by passenger automobiles*, in initial movements from points in Rowan County, N.C., to points in the United States including Alaska but excluding Hawaii and *damaged or rejected shipments* on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 95876 (Sub-No. 35), filed October 19, 1964. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to

operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Granite, marble, slate and stone*, from points in Elbert and Oglethorpe Counties, Ga., to points in Iowa, Wisconsin, and the Upper Peninsula of Michigan.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 95876 (Sub-No. 37), filed October 19, 1964. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Construction materials*, from Cornell, Wis., to points in Montana, Wyoming, Colorado, North Dakota, South Dakota, Nebraska, Kansas, Iowa, and Missouri.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 100666 (Sub-No. 66), filed October 19, 1964. Applicant: MELTON TRUCK LINES, INC., Post Office Box 7295, Shreveport, La. Applicant's attorney: Wilburn L. Williamson, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building, roofing and insulating materials*, and *gypsum and gypsum products* from Hamlin, Sweetwater, and Acme, Tex., and points within 5 miles of each to points in Oklahoma, Kansas, Missouri, Arkansas, New Mexico, and Louisiana.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 101219 (Sub-No. 44), filed October 21, 1964. Applicant: MERIT DRESS DELIVERY, INC., 524 West 36th Street, New York, N.Y. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel*, between New York, N.Y., on the one hand, and, on the other, Manchester, and Salem, N.H.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 101271 (Sub-No. 19), filed September 18, 1964. Applicant: BIRD & CUTSHAW TRUCKING COMPANY, INC., Myers Street, Greeneville, Tenn. Applicant's attorney: Jimmy Gray Cutshaw, 103 East Depot Street, Greeneville, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry mixed fertilizers, raw materials* for direct fertilizer application, *nitrogen fertilizer products* in bags, and *mixed shipments of twine* (twine shipments not to exceed 800 lbs. per load), between Greeneville, Tenn. on the one hand, and, on the other, points in Lee, Tazewell, Russell, Dickenson, Buchanan, Wythe, Washington, Scott, Smyth, Wise, and Bland Counties,

Va., and the City of Bristol, Va., points in Madison, Mitchell, and Yancey Counties, N.C., and points in Harlan, Letcher, and Pike Counties, Ky., (2) *condensed milk, ice cream mix, and whole milk* (excluding canned evaporated milk), *machinery, materials, and supplies* used in dairy products plants, and *empty containers* for the commodities described above, between Greeneville, Tenn., and Abingdon, Va., on the one hand, and, on the other, Hickory, N.C., and (3) *ice cream mix*, in cans, cartons, and boxes between Abingdon, Va., on the one hand, and, on the other, Winston-Salem, N.C.

NOTE: Applicant states it intends to transport exempt agricultural commodities, on return. If a hearing is deemed necessary, applicant requests it be held at Knoxville, Tenn.

No. MC 103378 (Sub-No. 306), filed October 22, 1964. Applicant: PETROLEUM CARRIER CORP., 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, 710 Atlantic Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk and in bags, from the plant site of Atlantic Cement Company in Chatham County, Ga., to points in Alabama.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 103880 (Sub-No. 324), filed October 16, 1964. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, from the Tri-City Regional Port District located in Madison County, Ill., to points in Arkansas, Indiana, Illinois, Iowa, Kansas, Kentucky, Missouri, Nebraska, and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105045 (Sub-No. 12), filed October 16, 1964. Applicant: R. L. JEFFRIES TRUCKING CO., INC., 1020 Pennsylvania Street, Evansville, Ind. Applicant's attorney: Ernest A. Brooks II, 1311-12 Ambassador Building, St. Louis 1, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Animal waste storage tanks*, steel, knocked down, glass lined, (2) *livestock scales*, steel, knocked down, with weighing attachments, (3) *livestock feed bunkers*, steel, knocked down, glass lined, (4) *forage metering devices*, (5) *animal waste spreader tanks*, steel, glass lined, and (6) *soil savers*, steel, knocked down, glass lined, from Kankakee, Ill., to points in Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, Maine, and the District of Columbia.

NOTE: Applicant states that it holds authority in MC 105045 (Sub-No. 5), to transport iron or steel silos, from Kankakee, Ill., to the above-described destination States.

Applicant states that the purpose of this application is to extend its operations in the same territory by adding additional commodities used in conjunction with iron and steel silos. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105275 (Sub-No. 30), filed October 14, 1964. Applicant: W. T. BYRNS MOTOR EXPRESS, INC., 646 Coffeen Street, Watertown, N.Y. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road (at South Shore Plaza), Braintree 84, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Potsdam and Massena, N.Y., over New York Highway 56, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 105750 (Sub-No. 7), filed October 22, 1964. Applicant: S. D'ANTONI, INC., 1333 Jefferson Highway, New Orleans 21, La. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, *equipment, materials and supplies* used in the conduct of such business, between New Orleans, La., on the one hand, and, on the other, points in Ashley County, Ark., restricted to transportation services performed under contract with The Great Atlantic & Pacific Tea Company, Inc.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 106297 (Sub-No. 34), filed October 22, 1964. Applicant: MID-STATES TRAILER TRANSPORT, INC., Post Office Box 243, Oak Glen Station, Lansing, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile homes, including equipment, furnishings, and accessories when moving in conjunction therewith*, designed to be drawn by passenger automobiles, from points in Indiana (except Bourbon), to points in the Continental United States, including Alaska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 106647 (Sub-No. 38), filed October 15, 1964. Applicant: CLARK TRANSPORT COMPANY, a Corporation, Post Office Box 395, Chicago Heights, Ill., 60412. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, buses, bodies, cabs, chas-*

sis, and parts thereof, when moving in connection therewith, (1) in initial movements, in truckaway service, from Belvidere, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Tennessee and Wisconsin, and *rejected shipments*, on return, and (2) in secondary movements, in truckaway service, from Belvidere, Ill., to points in Michigan, Kentucky, Missouri, Tennessee, and Wisconsin, and *rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107002 (Sub-No. 226), filed October 19, 1964. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Jackson, Miss., 39205. Applicant's attorneys: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C., 20006; and Harold D. Miller, Jr., Post Office Box 1250, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in Pointe Coupee Parish, La., north of U.S. Highway 190 to points in Mississippi.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Baton Rouge, La.

No. MC 107010 (Sub-No. 14), filed October 19, 1964. Applicant: D & R BULK CARRIERS, INC., 1020 J Street, Auburn, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and fertilizer solutions*, in bulk, in tank vehicles, from the plant site of Cominco Products, Inc., located at or near Hoag, Nebr., to points in Iowa, Kansas, Minnesota, Missouri, and South Dakota, and *damaged and rejected shipments* of the specified commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 107496 (Sub-No. 336), filed October 21, 1964. Applicant: RUAN TRANSPORT CORP., 303 Keosauqua Way, Des Moines, Iowa, 50309. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and fertilizer solutions*, in bulk, in tank vehicles, from the plant site of Cominco Products, Inc., at or near Hoag, Nebr., to points in Colorado, Iowa, Kansas, Minnesota, Missouri, South Dakota, and Wyoming.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 107496 (Sub-No. 337), filed October 21, 1964. Applicant: RUAN TRANSPORT CORP., 303 Keosauqua Way, Des Moines, Iowa, 50309. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic resins and vegetable oils*, including *vegetable oils modified or blends thereof, varnish and paint oils*, from Valley Park, Mo., to points in Oklahoma.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 107515 (Sub-No. 498), filed October 22, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga. Applicant's attorney: Paul M. Daniell, 1600 First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foods, food preparations, and foodstuffs* in vehicles equipped with mechanical refrigeration from the plant site of Commercial Cold Storage Co. located near Doraville, Ga., to points in Alabama, Mississippi, Louisiana, Tennessee, Florida (except Jacksonville), and that part of South Carolina on and north of a line beginning at the Georgia-South Carolina State line and extending along South Carolina Highway 72 to Rock Hill, S.C., and thence along U.S. Highway 21 to the South Carolina-North Carolina State line and that part of North Carolina on and north of a line beginning at the South Carolina-North Carolina State line and extending along U.S. Highway 21 to Charlotte, N.C., and thence along U.S. Highway 29 to the North Carolina-Virginia State line (except Charlotte, Greensboro, High Point, and Winston-Salem, N.C.).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 108449 (Sub-No. 186), filed October 16, 1964. Applicant: INDIAN-HEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn., 55113. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* in bulk, having prior movement by rail, between points in Arkansas, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee, Utah, Wisconsin, and Wyoming.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 108912 (Sub-No. 10), filed October 22, 1964. Applicant: CHICAGO PITTSBURGH EXPRESS, INC., 654 West 21st Street, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prepared food, and frozen food*, from LaPorte, Ind., to points in Ohio, Indiana, Pennsylvania, West Virginia, New York, New Jersey, Massachusetts, Rhode Island, and Connecticut.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 109637 (Sub-No. 267), filed October 15, 1964. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville, Ky., 40211. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: *Coal tar and coal tar products*, in bulk, in tank vehicles, from Jeffersonville, Ind., to points in Kentucky and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 109972 (Sub-No. 3), filed October 14, 1964. Applicant: HARRIS EXPRESS, INC., 1425 North Tryon Street, Charlotte, N.C. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, livestock, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, and those requiring special equipment), serving Fiberton (formerly Majolica), N.C., as an off-route point in connection with applicant's regular-route operations.

NOTE: Applicant states it is presently authorized to serve Fiberton, N.C., from its points of origin in the north and east. It seeks no duplicate authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110193 (Sub-No. 75), filed October 19, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 20450 West Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos, 4625 West 55th Street, Chicago 32, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rubber sheeting, related rubber articles, and incidental supplies* requiring temperature control equipment (except commodities in bulk in tank vehicles), from Passaic, N.J., to Neenah, Wis., and empty containers or other such incidental facilities (not specified) used in transporting the above-described commodities, and returned rubber articles and incidental supplies, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 110193 (Sub-No. 76), filed October 21, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 20450 West Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos, 4625 West 55th Street, Chicago 32, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, and packinghouse products*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities in bulk, in tank vehicles), from Mason City, Iowa, to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New York, New Jersey, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, and empty containers or other such incidental facilities (not specified) used in transporting the above-described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 110420 (Sub-No. 390), filed October 19, 1964. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Inedible animal grease*, in bulk, in tank vehicles from Madison, Wis., to Rockford, Ill.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 111045 (Sub-No. 42), filed October 22, 1964. Applicant: REDWING CARRIERS, INC., Post Office Box 426, Palm River Road, Tampa, Fla. Applicant's attorney: Frank B. Hand, Jr., 921 17th Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphate rock*, wet or dry, in bulk in dump tank or hopper-type vehicles from the plant-site of Texas Gulf Sulphur in Beaufort County, N.C., and points within 5 miles thereof to points in Virginia and South Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 111138 (Sub-No. 45), filed October 21, 1964. Applicant: COLONIAL & PACIFIC FRIGIDWAYS, INC., Box 616, Council Bluffs, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery products*, in vehicles equipped with mechanical refrigeration, from Chicago, Ill., to points in California.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 111398 (Sub-No. 9), filed October 14, 1964. Applicant: FISCHBACH TRUCKING CO., a corporation, 921 Sherman Street, Akron 11, Ohio. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are manufactured, processed, or dealt in by rubber or rubber products manufacturers*, and in connection therewith, equipment, materials, and supplies used in conduct of such business, from West Springfield, Mass., to Syracuse, Buffalo, and Niagara Falls, N.Y., Chicago and Chicago Heights, Ill., points in Ohio, and that part of Indiana on and north of a line beginning at the Ohio-Indiana State line and extending along U.S. Highway 36 to Indianapolis, Ind., and thence along U.S. Highway 52 to the Indiana-Illinois State line.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio, or Washington, D.C.

No. MC 112148 (Sub-No. 28), filed October 16, 1964. Applicant: JAMES H. POWERS, INC., Melbourne, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles) from Mason City, Iowa, to points in Missouri, the Lower Peninsula of Michigan, and those in that part of New York on and west of a line beginning at Oswego, thence along New York Highway 57 to junction with Interstate Highway 81 and thence along Interstate Highway 81 to the New York-Pennsylvania State line.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 112520 (Sub-No. 113), filed October 19, 1964. Applicant: McKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol H. Proctor, 1730 American Heritage Life Building, Jacksonville, Fla., 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Turpentine*, in bulk, in tank vehicles, from points in Georgia, to Jacksonville, Fla.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 112668 (Sub-No. 36), filed October 21, 1964. Applicant: HARVEY R. SHIPLEY & SONS, INC., Post Office, Finksburg, Md. Applicant's representative: Donald E. Freeman, 172 East Green Street, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron pyrite cinders*, in bulk, from North Claymont, Del., to Martinsburg, W. Va.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112801 (Sub-No. 13), filed October 19, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Chemicals and plastics* (except liquid fertilizer solutions), in bulk, in tank and hopper type vehicles, from Peru, Ill., to points in Indiana, Ohio, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, and (2) *dry plastics*, in bulk, in tank and hopper type vehicles, from Peru, Ill., to points in Kansas, Arkansas, Tennessee, Kentucky, Pennsylvania, and Nebraska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112801 (Sub-No. 14), filed October 19, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago 50, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous am-*

monia and nitrogen fertilizer solution, in bulk, in tank vehicles from Peru, Ill., to points in Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112893 (Sub-No. 25), filed October 15, 1964. Applicant: BULK TRANSPORT COMPANY, a corporation, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt products*, from Dubuque, Iowa, to points in Illinois, Minnesota, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 113362 (Sub-No. 54), filed October 20, 1964. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Candy, confections, and confectionery products*, and (2) *advertising matter, premiums, and display materials* when shipped in the same vehicle with the commodities in (1) above, from Hacketts-town, N.J., to points in Ohio, Kentucky, Michigan, Indiana, Illinois, Wisconsin, and Missouri.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113495 (Sub-No. 16), filed October 14, 1964. Applicant: GREGORY HEAVY HAULERS, INC., 2 Main Street, Nashville, Tenn. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Structural steel and heavy machinery and construction equipment*, the transportation of which, because of size or weight, requires the use of special equipment (excluding any transportation in connection with the stringing or picking up of pipeline materials or equipment), between points in Virginia on and east of U.S. Highway 220 and points in North Carolina on and east of a line beginning at the North Carolina-Virginia State line and extending along U.S. Highway 220 to Rockingham, N.C., thence along U.S. Highway 1 to the North Carolina-South Carolina State line, (2) *road construction-type machinery and equipment*, as described in appendix VIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (except those commodities which require the use of special equipment because of size or weight), between points in Tennessee, Kentucky, North Carolina, Virginia, and West Virginia.

NOTE: It is the intention of the applicant to tack the authority herein sought with the authority already held in MC 113495 and subs thereto. If a hearing is deemed neces-

sary, applicant requests it be held at Washington, D.C.

No. MC 113828 (Sub-No. 66), filed October 15, 1964. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer materials*, in bulk, in tank vehicles: (1) from Baltimore, Md., to points in Delaware, Maryland, New Jersey, Pennsylvania, Virginia, and West Virginia and (2) from points in Virginia (except Chesapeake), to points in North Carolina and West Virginia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115331 (Sub-No. 87), filed October 21, 1964. Applicant: TRUCK TRANSPORT, INC., 707 Market Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, dry*, in bulk, from Chicago, Ill., to Cincinnati, Ohio, St. Louis, and Kansas City, Mo., Detroit, Mich., and Milwaukee, Wis.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115331 (Sub-No. 88), filed October 21, 1964. Applicant: TRUCK TRANSPORT, INC., 707 Market Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, having prior movement by rail, between points in Arkansas, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, Tennessee, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 115695 (Sub-No. 3), filed October 15, 1964. Applicant: J. D. WILLIAMS AND JOE E. WILLIAMS a partnership, doing business as J. D. WILLIAMS & SON, Washington Avenue, Wrightsville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Johnson, Emanuel, Jefferson, Washington, Wilkerson, Laurens, and Treutlen Counties, Ga., to points in Florida, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodity, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 115841 (Sub-No. 205), filed October 21, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and potato products*, nonfrozen, with or without other ingredients and including cooked, diced, flaked, powdered,

shredded, and sliced, from Greenville, Mich., to points in Illinois, Missouri, Indiana, Kentucky, Virginia, West Virginia, Ohio, Maryland, Delaware, District of Columbia, New Jersey, New York, Pennsylvania, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Maine.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115841 (Sub-No. 206), filed October 21, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Potatoes and potato products* (except frozen), with or without other ingredients, and moving in straight or mixed loads with frozen foods, from Greenville, Mich., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, Kentucky, Arkansas, Oklahoma, Texas, Louisiana, and Missouri.

NOTE: Applicant states that it already holds authority on frozen foods from origin to these States. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115841 (Sub-No. 207), filed October 26, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts* (except commodities in bulk or in tank vehicles), as described in section A of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in vehicles equipped with mechanical refrigeration, from Hernando, Miss., to points in Tennessee (except Memphis and its commercial zone) and Alabama.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 115931 (Sub-No. 11), filed October 15, 1964. Applicant: BABCOCK & LEE TRANSPORTATION, INC., 1002 Third Avenue North, Billings, Mont. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ground limestone and calcium carbonate*, in bulk and in bags, from Rapid City, S. Dak., and points within ten (10) miles thereof, to points in Montana, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, and *export agricultural commodities*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 116544 (Sub-No. 59), filed October 15, 1964. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over ir-

regular routes, transporting: *Flour* (other than in bulk), from Minneapolis, Lake City, and Mankato, Minn., to points in Florida, Georgia, Alabama, Mississippi, Louisiana, and Texas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117815 (Sub-No. 29), filed October 12, 1964. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa, 50317. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from Mason City, Iowa to points in Illinois, Indiana, Kansas, Minnesota, Missouri, Nebraska, and the Lower Peninsula of Michigan.

NOTE: Applicant states no service proposed from Mason City, Iowa to points in the Chicago, Ill., commercial zone as defined by the Commission. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 117883 (Sub-No. 37), filed October 15, 1964. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, and potatoes and potato products*, frozen and unfrozen, with and without ingredients or preservatives which may be used in the processing or packaging thereof, from Greenville, Mich., to points in Connecticut, Delaware, the District of Columbia, Indiana, Illinois, Iowa, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Detroit, Mich.

No. MC 117883 (Sub-No. 38), filed October 15, 1964. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Resilient hard-surface facing or floor coverings and related installation and maintenance materials, equipment, and supplies*, from Lancaster, Pa., to Indianapolis and Richmond, Ind., and Cincinnati, Ohio.

NOTE: Applicant states that it holds authority in No. MC 117883 (Sub-No. 2), to transport, hard surfaced floor covering material, and materials, equipment and supplies

used in, or in connection with its installation, from Lancaster, Pa., to Indianapolis and Richmond, Ind., and Cincinnati, Ohio. The purpose of this application is to change the commodity description as set forth above. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117933 (Sub-No. 3), filed October 19, 1964. Applicant: LOUIS G. PARIS, Box O, Krebs, Okla. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Pabst Brewing Co., Peoria, Ill., to points in that part of Oklahoma lying on and east of a line beginning at the Oklahoma-Kansas State line, along U.S. Highway 81 to junction U.S. Highway 277 at Chickasha, Okla., thence over U.S. Highway 277 to the Oklahoma-Texas State line, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 118865 (Sub-No. 8), filed October 21, 1964. Applicant: CEMENT EXPRESS, INC., Hokes Mill Road and Lemmon Street, York, Pa. Applicant's attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa., 19109. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, (1) between points in Connecticut; (2) between points in Delaware; (3) between points in District of Columbia; (4) between points in Maryland; (5) between points in Massachusetts; (6) between points in New Jersey; (7) between points in New York; (8) between points in Pennsylvania; (9) between points in Rhode Island; and (10) between points in Virginia. Restricted to shipments having prior movement by rail.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119551 (Sub-No. 3), filed October 19, 1964. Applicant: MORGAN PIPE HAULERS, INC., U.S. Highway 421 West, Post Office Box 424, Greensboro, N.C. Applicant's representative: Thaxton Richardson, Post Office Box 612, Greensboro, N.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay and shale products, and related products*, including, but not limited to, various kinds of pipe, conduit, wall coping, fittings, and vitrified sewer pipe, from Greensboro, and Gulf, N.C., to points in North Carolina, Virginia, District of Columbia, Maryland, Delaware, New Jersey, West Virginia, Pennsylvania, Tennessee, and Kentucky, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, and *refused, damaged or rejected shipments thereof*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Greensboro, N.C.

No. MC 119988 (Sub-No. 12), filed October 16, 1964. Applicant: GREAT WESTERN TRUCKING CO., INC., 811½ North Timberland Drive, Lufkin, Tex. Applicant's attorney: Mert Starnes, 721 Brown Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Granite* from points in Fairfield County, S.C., to points in Arizona, California, Idaho, Montana, New Mexico, Oregon, Utah, Washington, and Wyoming, and Elberton, Ga. and *damaged, defective, or rejected shipments* on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Austin, Tex.

No. MC 120167 (Sub-No. 2), filed October 12, 1964. Applicant: LADS FURNITURE FREIGHT, INC., 3540 East 26 Street, Los Angeles, Calif. Applicant's attorney: R. Y. Schureman, 1010 Wilshire, Boulevard, Los Angeles, Calif., 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, uncrated, from points in California to points in Clark County, Nev., and *rejected and damaged shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif., and Las Vegas, Nev.

No. MC 123048 (Sub-No. 52), filed October 19, 1964. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis., 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors and tractor attachments* (except truck tractors designed for highway use and except commodities requiring the use of special equipment or special handling), from Detroit, Mich., to points in the United States (except Alaska and Hawaii), and *rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Chicago, Ill., or Washington, D.C.

No. MC 123243 (Sub-No. 2), filed October 20, 1964. Applicant: M-E TRUCKING CO., a corporation, 2022 New York Avenue, Union City, N.J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery products*, not frozen from Hoboken, N.J., to points in Pennsylvania on and east of U.S. Highway 11 under a continuing contract with Continental Baking Co. of Rye, N.Y.

NOTE: Duplicating authority will be eliminated. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 123934 (Sub-No. 7), filed October 19, 1964. Applicant: KREVDA BROS. EXPRESS, INC., Post Office Box 68, Gas City, Ind. Applicant's attorney: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis, Ind., 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*,

glass bottles and glass jars, with or without caps, covers, tops or stoppers, *glassware*, other than cut, caps, covers, tops and stoppers for glass containers, and boxes and containers, wooden or corrugated paper, set up or knocked down, (1) from points in McKean County, Pa., to points in Ohio, West Virginia, Indiana, Illinois, Michigan, and New York, and (2) from points in Warren County, Pa., to points in Ohio and New York. **RESTRICTION:** Service to be performed under a continuing contract or contracts with Knox Glass, Inc., Knox, Pa.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., or Washington, D.C.

No. MC 124181 (Sub-No. 4), filed October 19, 1964. Applicant: JOSEPH GENOVA, Clayton Road, Williamstown, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers, ends, caps, covers, materials, equipment, and supplies, used in the manufacture of containers, ends, caps, and covers* (except commodities in bulk, in tank vehicles, and those which require the use of special equipment), (1) from Winchester, Va., to points in Mercer, Salem, Camden, Atlantic, Gloucester, and Cumberland Counties, N.J., Baltimore, Md., and Philadelphia, Pa., (2) from Philadelphia, Pa., and Baltimore, Md., to Winchester, Va.

NOTE: Applicant states the proposed service to be "under continuing contract with Violet Packing Co., Williamstown, N.J., and Crown Cork & Seal Co., Inc." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124212 (Sub-No. 27), filed October 19, 1964. Applicant: MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio. Applicant's attorney: J. A. Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement* from the plantsite of Lehigh Portland Cement Co. located at Decatur, Ill., to points in Indiana and *empty containers or other such incidental facilities* used in transporting the above commodity, on return.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124212 (Sub-No. 28), filed October 19, 1964. Applicant: MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio. Applicant's attorney: J. A. Knudtz, 1050 Union Commerce Building, Cleveland, Ohio, 44114. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plantsite of Lehigh Portland Cement Co. located at Cedar Rapids, Iowa, to points in Wisconsin and Illinois, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodity, on return.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124212 (Sub-No. 29), filed October 19, 1964. Applicant: MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio. Applicant's attorney: J. A. Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plantsite of Lehigh Portland Cement Co., located at Anderson, Ind., to points in Ohio and Kentucky, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodity specified, on return.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124306 (Sub-No. 4), filed October 20, 1964. Applicant: KENAN TRANSPORT COMPANY, INCORPORATED, Post Office Box 2933, West Durham Station, Durham, N.C. Applicant's attorney: Louis Reznick, 5009 Keokuk Street, Washington 16, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wet and dry phosphate rock*, in bulk, in covered dump, tank, or hopper-type vehicles, from the Texas Gulf Sulfur Co.'s plantsite located in Beaufort County, N.C. and points within five (5) miles thereof, to points in Virginia and South Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 124925 (Sub-No. 3), filed October 19, 1964. Applicant: DONALD F. SCHEPMANN, 6410 Cleveland, Lincoln, Nebr. Applicant's representative: C. A. Ross, 621 Trust Building, Lincoln 8, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fiber-glass, concrete and steel cribs, silos, grain dryers, bins and tanks and all accessories*, from Fremont, Nebr., and points within five (5) miles thereof, to points in Georgia, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, and Wisconsin; and (2) *steel* (sheets, wire, structural) for production of bins and cribs, *electric motors* for grain handling equipment, *drying fans and heat units* for grain drying and *augers* for grain handling, from points in Georgia, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, and Wisconsin, to Fremont, Nebr., and points within five (5) miles thereof.

NOTE: Applicant states he proposes to transport exempt commodities, on return. If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 125353 (Sub-No. 1) (AMENDMENT), filed October 2, 1964, published in FEDERAL REGISTER issue October 21, 1964, amended October 28, 1964, and republished as amended this issue. Applicant: ROCHESTER AIR FREIGHT SERVICE CORPORATION, Air Cargo Building, Monroe County Airport, Rochester 11, N.Y. Applicant's attorney: Herbert M. Canter, Mezzanine, Warren

Parking Center, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), restricted to shipments having an immediately prior or immediately subsequent movement by air, between the Rochester-Monroe County Airport (Monroe County), N.Y., on the one hand, and, on the other, (1) points in Orleans, Genesee, Monroe, Livingston, Wyoming, Wayne, Ontario, and Yates Counties, N.Y., and (2) the John F. Kennedy International Airport (Queens and Nassau Counties), LaGuardia Airport (Queens County), The Greater Buffalo International Airport (Erie County), Rochester-Monroe County Airport (Monroe County), Oneida County Airport (Oneida County), Broome County Airport (Broome County), Chemung County Airport (Chemung County), Albany County Airport (Albany County), Watertown Airport (Jefferson County), Massena Airport (St. Lawrence County), Tompkins County Airport (Tompkins County), and the Clarence E. Hancock Airport (Onondaga County), N.Y., Newark Airport (Essex County), N.J., and Cleveland-Hopkins Airport (Cuyahoga County), Ohio.

NOTE: The purpose of this republication is to add the Clarence E. Hancock Airport (Onondaga County), N.Y., to the territorial description. If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 125550 (Sub-No. 1), filed October 15, 1964. Applicant: THE HELLER COMPANY, a corporation, 3700 Beale Avenue, Altoona, Pa. Applicant's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Electrical fixtures and component parts thereof and metal housewares, metal utility buildings, and metal houseware products, manufactured by Stanley Electric Manufacturing Co., and sold by Stanley Electric Manufacturing Co., and under the trade names of William Heller Co., Inc., and The Warwick Co., Inc., from Altoona, Pa., to Boston, Mass., Rochester, N.Y., Chicago, Ill., Camden, N.J., Indianapolis, Ind., Washington, D.C., and points in California, and (2) materials used in the manufacture of the above-specified commodities, from Boston, Mass., Chicago, Ill., Camden, N.J., Mendenhall, Miss., Columbia, S.C., Danville, Ill., and points in California, to Altoona, Pa.*

NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 125608 (Sub-No. 3), filed October 19, 1964. Applicant: VALER LUPU, doing business as VALER TRANSPORTATION COMPANY, 18615 Dix, Melvindale, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *contract carrier*, by motor ve-

hicle, over irregular routes, transporting: *Malt beverages*, (1) from St. Louis, Mo., to Detroit, Mich., under a continuing contract with Yagoda Sol Distributing Co., Detroit, Mich., and, (2) from St. Louis, Mo., to Hamtramck, Mich., under a continuing contract with Anna J. Fleischut, Frank J. Scostek, and William B. Gebaldo, doing business as Hamtramck Distributors, Hamtramck, Mich.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing or Detroit, Mich.

No. MC 126195 (Sub-No. 2), filed October 19, 1964. Applicant: MERCHANT'S PICKUP & DELIVERY SERVICE, INC., 715 South Church Street, Burlington, N.C. Applicant's attorney: W. Clary Holt, North Carolina National Bank Building, Burlington, N.C., 27216. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Electronic equipment*, between Burlington, N.C., and Greensboro, N.C., and Greensboro Airport, N.C., for the account of Western Electric Co., Inc., on traffic having a prior or subsequent movement by air.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Greensboro, or Raleigh, N.C.

No. MC 126581 (Sub-No. 1) (AMENDMENT), filed September 21, 1964, published FEDERAL REGISTER issue of October 7, 1964, and republished as corrected this issue. Applicant: ELLIS WRIGHT, doing business as BUD'S EXPRESS VAN & STORAGE, 410 Mississippi Street, Vallejo, Calif. Applicant's attorney: G. Alfred Roensch, 100 Bush Street, San Francisco 4, Calif.

NOTE: The purpose of this republication is to show that applicant has amended its application to show his correct trade name as shown above, in lieu of Bud's Express Moving & Storage.

No. MC 126626, filed October 2, 1964. Applicant: HAROLD TIMPERLEY, doing business as TIMPERLEY TRUCKING, 607 North Eighth, Norfolk, Nebr. Applicant's attorney: George H. Moyer, Jr., Loan Association Building, Madison, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, including *household goods*, as defined by the Commission, *anhydrous ammonia*, which requires special equipment, and *commodities in bulk* (but excluding Classes A and B explosives), (1) between points within a 25-mile radius of Madison, Nebr., and (2) between Madison, Nebr., and points in Nebraska, Kansas, Iowa, South Dakota, points in Henry, Whiteside, Carroll, Jo Daviess, Rock Island, Mercer, Pike, Brown, Schuyler, Fulton, Peoria, Stark, Quincy, Hancock, McDonough, Henderson, Warren, and Knox Counties, Ill., Lafayette, Green, Dane, Grant, Iowa, Sauk, Juneau, Monroe, Crawford, Richland, Vernon, La Crosse, Jackson, Trempealeau, Buffalo, Pepin, Eau Claire, Chippewa, Dunn, Pierce, Barron, St. Croix, Polk, Washburn, and Burnett Counties, Wis., Pine, Kanabec, Aitkin, Crow Wing, Cass, Wadena, Otter Tail, Becker, Clay, Chisago, Washington, Dakota, Goodhue, Wabasha, Winona, Houston, Fillmore,

Olmsted, Rice, Scott, Hennepin, Ramsey, Anoka, Isanti, Mille Lacs, Morrison, Benton, Sherburne, Wright, Carver, Le Sueur, Dodge, Mower, Freeborn, Steele, Waseca, Faribault, Blue Earth, Nicollet, Sibley, McLeod, Meeker, Stearns, Todd, Kandiyohi, Renville, Brown, Watonwan, Martin, Jackson, Cottonwood, Redwood, Grant, Douglas, Stevens, Pope, Swift, Chippewa, Wilkin, Traverse, Big Stone, Lac Qui Parle, Yellow Medicine, Lincoln, Lyon, Pipestone, Murray, Rock, and Nobles Counties, Minn., Cass, Barnes, Stutsman, Kidder, Burleigh, Morton, Grant, Hettinger, Slope, Bowman, Adams, Sioux, Emmons, Logan, McIntosh, La Moure, Dickey, Ransom, Sargent, and Richland Counties, N. Dak., Weston, Niobrara, Goshen, and Laramie Counties, Wyo., Larimer, Weld, Adams, Denver, Arapahoe, Elbert, Lincoln, Cheyenne, Kiowa, Prowers, Baca, Kit Carson, Yuma, Washington, Phillips, Sedgwick, Logan, and Morgan Counties, Colo., Cimarron, Texas, Beaver, Harper, Woodward, Dewey, Blaine, Canadian, Oklahoma, Lincoln, Creek, Tulsa, Rogers, Mayes, Craig, Ottawa, Woods, Major, Kingfisher, Garfield, Alfalfa, Grant, Logan, Payne, Noble, Kay, Osage, Pawnee, Washington, and Nowata Counties, Okla., and Newton, Jasper, Barton, Vernon, Cedar, St. Clair, Hickory, Camden, Miller, Cole, Callaway, Audrain, Pike, Bates, Henry, Benton, Morgan, Moniteau, Boone, Monroe, Ralls, Cass, Johnson, Pettis, Cooper, Jackson, Lafayette, Saline, Howard, Platte, Clay, Ray, Carroll, Chariton, Randolph, Buchanan, Clinton, Caldwell, Linn, Livingston, Macon, Shelby, Marion, Holt, Andrew, DeKalb, Daviess, Grundy, Sullivan, Adair, Knox, Lewis, Atchison, Nodaway, Gentry, Worth, Harrison, Mercer, Putnam, Schuyler, Scotland, and Clark Counties, Mo.

NOTE: Applicant states that on return trips it proposes to transport farm produce, grain, and livestock. If a hearing is deemed necessary, applicant requests it be held at Madison, Nebr.

No. MC 126633 (Sub-No. 1), filed October 19, 1964. Applicant: DILLON BROTHERS, INC., Post Office Box 357, Bergholz, Ohio. Applicant's representative: Earl J. Thomas, Thomas Building, 5844-5866 North High Street, Worthington, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Boxes, crates, pallets, platforms or skids, wooden, new or old (used) and lumber, native wood, new or old (used) and empty containers or other such incidental facilities* used in transporting the above commodities between Bergholz, Ohio, on the one hand, and, on the other, Follansbee, Weirton, and Wellsburg, W. Va.

NOTE: Applicant states the proposed operations will be conducted under continuing contract with the Allen Box Company at Bergholz, Ohio. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 126650 (Sub-No. 1), filed October 22, 1964. Applicant: JOHN E. DITTMAN, doing business as DITTMAN VAN & STORAGE COMPANY, 1132 Broadway Street, Vallejo, Calif. Appli-

cant's attorney: Marvin Handler, 625 Market Street, San Francisco, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission in 17 M.C.C. 467, between points in Sacramento, Sonoma, Solano, Yolo, Placer, Napa, Yuba, Sutter, Nevada, Butte, Contra Costa, Lake, Colusa, Marin, Mendocino, Alameda, and San Francisco Counties, Calif.

NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 126657, filed October 19, 1964. Applicant: CHARLES H. WRIGHT, doing business as WRIGHT SUPPLY CO., Drawer 391, Strasburg, Va. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Construction equipment and machinery, and electrical transformers and motors*, the transportation of which because of size or weight requires the use of special equipment, and of *related machinery parts and related contractor's materials and supplies* when their transportation is incidental to the transportation of the construction equipment and machinery and electrical transformers and motors which by reason size or weight require special equipment, between points in Virginia on the one hand, and, on the other, points in Alabama, Delaware, Georgia, Florida, Kentucky, Indiana, Illinois, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, and West Virginia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126658, filed October 19, 1964. Applicant: ROBERT LLOYD SURMAN, doing business as NORTHWEST AUTO TOWING, 5525 Imperial Street, South Burnaby 1, B.C., Canada. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Damaged trucks and cars for salvage purposes* via tow away service, from the ports of entry on the international boundary line between the United States and Canada, located in Washington to points in Washington, Oregon, Idaho, Montana, and California, and *damaged or seized autos or trucks*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 126659, filed October 19, 1964. Applicant: HARE TRANSPORT CORP., 67-19 152d Street, Flushing, N.Y. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel on hangers*, from points in the New York, N.Y. Commercial Zone, as defined in New York, N.Y. Commercial Zone, 1 M.C.C. 665, to points in Florida, and *rejected shipments*, on return.

NOTE: Applicant states that the above proposed service will be performed under a continuing contract with J. M. Fields of Boston, Mass. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 126660, filed October 14, 1964. Applicant: G & G CARRIERS, INC., Second and Pine Streets, Camden, N.J. Applicant's attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa., 19109. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Waste materials* between points in New York, New Jersey, Pennsylvania, Delaware, and Maryland under a continuing contract or contracts with Giordano Waste Material Company.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 126661, filed October 19, 1964. Applicant: FREHNER TRUCKING SERVICE, INC., 2039 Las Vegas Boulevard, North, North Las Vegas, Nev. Applicant's attorney: William W. Morris, 319 South Third Street, South Suite, Ground Floor, Las Vegas, Nev. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except refined bulk petroleum, commodities of unusual value, Classes A and B explosives, and household goods as defined by the Commission), and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, between points within Nevada on and south of U.S. Highway 6.

NOTE: Applicant states the proposed service is to be with either origin or destination at railheads on the Union Pacific Railroad located within the confines of the territory requested. If a hearing is deemed necessary, applicant requests it be held at Las Vegas, Nev.

No. MC 126662, filed October 19, 1964. Applicant: BILLY C. DIXON, 915 Oakland Street, Florence, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile homes, and house-trailers, and empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified, between points in Florence County, S.C., on the one hand, and, on the other, points in West Virginia, Virginia, North Carolina, Georgia, Florida, and Alabama.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 126663 (Sub-No. 1), filed October 21, 1964. Applicant: SACRAMENTO VAN & STORAGE CO., INC., 8296 Alpine Avenue, Sacramento, Calif. Applicant's attorney: G. Alfred Roensch, 21st Floor 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission in 17 M.C.C. 467 between points in Sacramento, Placer, El Dorado, Sutter, Nevada, Butte, Yuba, Colusa, Yolo, and San Joaquin Counties, Calif.

NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 126665, filed October 19, 1964. Applicant: THOMPSON TRUCKING & WELDING LTD., 66 West Avenue, St. Thomas, Ontario, Canada. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Contractors' equipment and heavy machinery, and other commodities requiring special equipment; accessories and parts thereto when transported with contractors' equipment and heavy machinery; and other commodities requiring special equipment* between ports of entry on the International Boundary line between the United States and Canada located in Michigan and New York, on the one hand, and, on the other, points in Michigan, Indiana, Ohio, Pennsylvania, and New York.

NOTE: Applicant states the proposed operations will be restricted to traffic moving to or from points in the Dominion of Canada. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 126668, filed October 22, 1964. Applicant: BELFIELD TRUCKING COMPANY, INC., 3435 NE Killingsworth, Portland, Ore. Applicant's attorney: Alex L. Parks, 1107 Standard Plaza, Portland, Ore., 97204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel containers consisting of buckets, drums and pails, nested and not nested from Portland, Ore., to points in California, Washington, Idaho, and Montana and empty containers or other such incidental facilities* used in transporting the above commodities on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 126670, filed October 20, 1964. Applicant: EDWIN TWYMAN CALL, JR. AND DOUGLAS MATTHEW HALL, doing business as CALL & HALL, 7004 Calamo Street, Springfield, Va. Applicant's attorney: John C. Bradley, Suite 618 Perpetual Building, 1111 E Street NW., Washington, D.C., 20004. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand and gravel*, in bulk, in dump trucks from points in Prince Georges and Anne Arundel Counties, Md., to Alexandria, Va.

NOTE: Applicant states the proposed operations will be under contracts with Helms Concrete Pipe Co., Inc. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126672, filed October 21, 1964. Applicant: SICOTTE TRANSPORTS LTD., 1025 Ottawa Street, Montreal, Canada. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany, N.Y., 12207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their nature, size, weight, or

shape, require the use of special equipment, and (2) *bulk cement*, between the ports of entry located on the international boundary line between the United States and Canada at or near Morses Line, West Berkshire, Richford, East Richford, North Troy, Beebe Plaine, Derby Line, High Gate Springs, and Norton, Vt., Beecher Falls, and Scott Bog, N.H., Ogdensburg, Waddington, Roosevelttown, Fort Covington, Trout River, Moores Forkes, Champlain, and Rouses Point, N.Y., and Woburn, and Jackman, Maine, on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, New York, Massachusetts, Connecticut, Rhode Island, New Jersey, Pennsylvania, Delaware, and Maryland.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 126677, filed October 22, 1964. Applicant: REFRIGERATED EXPRESS, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and packing-house products requiring refrigeration in transit between Muncie, Ind., and points in Indiana (except Indianapolis as a point of origin).*

NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

MOTOR CARRIERS OF PASSENGERS

No. MC 228 (Sub-No. 48), filed October 14, 1964. Applicant: HUDSON TRANSIT LINES, INC., No. 17 Franklin Turnpike, Mahwah, N.J. Applicant's attorney: James F. X. O'Brien, 17 Academy Street, Newark, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, (1) between Mahwah, N.J., and Wyckoff, N.J.; beginning at the intersection of Franklin Turnpike and West Airmont Road in Mahwah, N.J. (a point on applicant's presently authorized routes); thence over West Airmont Road to Island Road; thence over Island Road to the Mahwah, N.J.-Ramsey, N.J., boundary line and North Central Avenue in Ramsey, N.J.; thence over North Central Avenue to West Main Street; thence over West Main Street to Wyckoff Avenue; thence over Wyckoff Avenue in Ramsey, N.J., and Mahwah, N.J., to the Mahwah, N.J.-Wyckoff, N.J., boundary line and Wyckoff Avenue; thence over Wyckoff Avenue in Wyckoff, N.J., to its intersection with Franklin Avenue (a point on applicant's presently authorized routes), and return over the same route, serving all intermediate points, and (2) between Allendale, N.J., and Waldwick, N.J.; beginning at the intersection of Franklin Turnpike and West Crescent Avenue in Allendale, N.J. (a point on applicant's presently authorized routes); thence over West Crescent Avenue in Allendale, N.J., to Waldwick, N.J., Boundary line; thence continuing over Crescent Avenue in Waldwick, N.J., to its intersection with Wyckoff Avenue (a point on applicant's presently authorized routes), and return

over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 113096 (Sub-No. 7), filed October 21, 1964. Applicant: CARL W. CASKY, doing business as RELIANCE MOTOR COACH COMPANY, Railroad, Pa. Applicant's attorney: John W. Hes-sian, III, 117 Alleghany Avenue, Towson 4, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers* in the same vehicle with passengers, between Railroad, Pa., and Baltimore, Md.: From Railroad, Pa., over Pennsylvania Highway 851 to junction Interstate Highway 83, thence over Interstate Highway 83 to Baltimore, Md., and return over the same route, serving all intermediate points. RESTRICTION: Applicant proposes that the authority sought be limited to traffic originating or terminating at Railroad, Pa., and points in Pennsylvania north and south of Railroad, Pa., which applicant is presently authorized to serve.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

No. MC 115432 (Sub-No. 5), filed October 19, 1964. Applicant: PAWTUXET VALLEY BUS LINES, INC., 76 Industrial Lane, West Warwick, R.I., 02893. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in round-trip special operations, beginning and ending at points in Kent County, R.I., and extending to the World's Fair, New York, N.Y.

NOTE: Applicant states that the above proposed operation will be conducted until the World's Fair closes in 1965. If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 123916 (Sub-No. 6), filed October 22, 1964. Applicant: GROVE CITY BUS LINES, INC., Rural Delivery No. 4, Grove City, Pa. Applicant's attorney: Philip M. Browning, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and newspapers and express*, in the same vehicle with passengers, between Meadville, Pa., and Oil City, Pa.: From Meadville over U.S. Highway 322 to Franklin, Pa., thence over U.S. Highway 62 to Oil City, Pa., and return over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 126667, filed October 16, 1964. Applicant: BRUSH HILL TRANSPORTATION COMPANY, a corporation, 55 Kilby Street, Boston, Mass., 02109. Applicant's attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, consisting of round

trip conducted sightseeing pleasure tours beginning and ending at points in that part of Massachusetts on and east of Massachusetts Highway 12 and extending to points in the United States (excluding Alaska and Hawaii).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12926, filed October 15, 1964. Applicant: NATALE OLIVA, doing business as SNO BUNNY SKI TOURS, 123 Pond Path, Centereach, N.Y. For a license (BMC 5) to engage in operations as a *broker* at Centereach, N.Y., in arranging for transportation by motor vehicle in interstate or foreign commerce of *Passengers and their baggage*, in groups and as individuals, beginning and ending at Long Island, N.Y. (Nassau and Suffolk Counties), and extending to points in Vermont and New York.

No. MC 12927, filed October 14, 1964. Applicant: WILLIAM B. WHITFIELD, doing business as WHITFIELD EDUCATIONAL TOURS, 1302 Sierra Boulevard, Post Office Box 134, Huntsville, Ala. Applicant's attorney: John W. Cooper, 805 Title Building, Birmingham, Ala., 35203. For a license (BMC 5) to engage in operations as a *broker* at Huntsville, Ala., in arranging for transportation in interstate or foreign commerce of *passengers and their baggage*, both as individuals and groups, beginning and ending at points in Alabama, and extending to points in the United States, including ports of entry on the international boundary lines between the United States and Canada and between the United States and Mexico.

No. MC 12928, filed October 22, 1964. Applicant: CIT TRAVEL SERVICE, INC., 11 West 42d Street, New York, N.Y., 10036. For a license (BMC 5) to engage in operations as a *broker* at (1) New York, N.Y., (2) Chicago, Ill., (3) Los Angeles, Calif., and (4) San Francisco, Calif., in arranging for the transportation in interstate or foreign commerce, by motor vehicle, of *passengers and their baggage*, both as individuals and groups, between points in the United States.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 28088 (Sub-No. 4), filed October 14, 1964. Applicant: NORTH & SOUTH LINES, INCORPORATED, Post Office Box 49, Harrisonburg, Va. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va., 22601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alfalfa meal* from points in Berks, Lehigh, Montgomery and Northampton Counties, Pa., to points in Virginia on and north of U.S. Highway 60 and on and west of U.S. Highway 29.

No. MC 35484 (Sub-No. 55), filed October 15, 1964. Applicant: VIKING FREIGHT CO., a corporation, 614 South Sixth Street, St. Louis, Mo., 63102. Applicant's attorney: G. M. Rebman, Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to

operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), between Philadelphia, Miss., and junction Mississippi Highway 21 and U.S. Highway 45; from Philadelphia over Mississippi Highway 21 to junction Mississippi Highway 21 and U.S. Highway 45, and return over the same route, serving no intermediate points, but serving the junction Mississippi Highway 21 and U.S. Highway 45 for joinder purposes only, as an alternate route for operating convenience only, in connection with applicant's regular-route authority.

No. MC 110525 (Sub-No. 684), filed October 19, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C.; and Edwin H. van Deusen (address same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum lubricating oil*, in bulk, in tank vehicles from Hanover, N.J. to South Charleston, W. Va.

No. MC 113828 (Sub-No. 67), filed October 22, 1964. Applicant: O'BOYLE TANK LINES, INC., 4848 Cordell Avenue, Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone, and limestone products*, from Kimballton, Va., to points in West Virginia, North Carolina, South Carolina, Maryland, Virginia, points in that part of Kentucky in and east of Simpson, Warren, Butler, Grayson, and Hardin Counties, Ky., points in that part of Tennessee in and east of Sumner, Davidson, Rutherford, Bedford, Moore, and Franklin Counties, Tenn., and points in that part of Georgia in and north of Polk, Paulding, Douglas, Fulton, Fayette, Spalding, Butts, Monroe, Bibb, Twiggs, Wilkinson, Johnson, Emanuel, Candler, Bulloch, and Bryan Counties, Ga., and the District of Columbia.

No. MC 113828 (Sub-No. 68), filed October 22, 1964. Applicant: O'BOYLE TANK LINES, INC., 4848 Cordell Avenue, Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles from Pittsburgh, Pa., to Bowling Green and Fremont, Ohio.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-11254; Filed, Nov. 3, 1964; 8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

OCTOBER 30, 1964.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a) (6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. MC 1470, filed October 21, 1964. Applicant: W. S. AND WAYNE HUNTER, Post Office Box 236, Jordan, Mont. Applicant's attorney: Jerome Anderson, Post Office Box 1215, Billings, Mont., 59101. Certificate of public convenience and necessity sought to operate as a freight service as follows: Transportation of *general commodities*, excluding livestock, feed, building materials, commodities in bulk, and commodities requiring special equipment for loading and unloading, to and from points within a 35-mile radius of both Billings and Jordan, Mont., serving the intermediate and off-route points of Winnett, Cat Creek and Mosby, Mont., over U.S. Highway 87, and Montana Highways 244 and 20.

HEARING: Date, time and place assigned for hearing this application, not specified.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to the Montana Board of Railroad Commissioners, Helena, Mont., 59601, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-11255; Filed, Nov. 3, 1964; 8:48 a.m.]

[Notice 1072]

MOTOR CARRIER TRANSFER PROCEEDINGS

OCTOBER 30, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsid-

eration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 66547. By order of October 27, 1964, Division 3, acting as an Appellate Division, approved the transfer to Skinner School Bus Lines (St. Thomas) Limited, London, Ontario, Canada, of Certificate in No. MC 123480, issued August 1, 1961, to Sun Parlor Coach Lines, a corporation, Windsor, Ontario, Canada, authorizing the transportation of: Passengers and their baggage, in round-trip charter operations, from ports of entry on the United States-Canada boundary line in Michigan and New York, and extending to points in Illinois, Michigan, New York, Ohio, and the District of Columbia, and return. S. Harrison Kahn, 733 Investment Building, Washington, D.C., attorney for applicants.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-11256; Filed, Nov. 3, 1964; 8:48 a.m.]

[Service Order 947; Taylor's Car Distribution Order 15]

DENVER AND RIO GRANDE WESTERN RAILROAD CO.

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, 29 F.R. 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) The Denver and Rio Grande Western Railroad Company shall deliver to the Chicago, Burlington & Quincy Railroad Company a daily average of 25 plain serviceable boxcars inside length less than 44'8".

(b) Cars delivered under this order shall be carded to the Chicago, Burlington & Quincy Railroad Company and each car shall be identified by The Denver and Rio Grande Western Railroad Company as moving under the provisions of this order.

(c) *Effective date.* This order shall become effective at 12:01 a.m., November 2, 1964.

(d) *Expiration date.* This order shall expire at 11:59 p.m., November 15, 1964, unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of

American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 30, 1964.

[SEAL] INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-11257; Filed, Nov. 3, 1964;
8:48 a.m.]

[Service Order 947; Taylor's Car Distribution
Order 16]

**MISSOURI PACIFIC RAILROAD CO.
AND CHICAGO, BURLINGTON &
QUINCY RAILROAD CO.**

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, 29 F.R. 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) The Missouri Pacific Railroad Company shall deliver to the Chicago, Burlington & Quincy Railroad Company a daily average of 25 plain serviceable boxcars inside length less than 44'8".

(b) Cars received by Chicago, Burlington & Quincy Railroad Company under this order will be delivered to the Great Northern Railway Company.

It is further ordered, That the Missouri Pacific Railroad Company shall prepare empty car cards, tickets or movement slips for all cars delivered to the Chicago, Burlington & Quincy Railroad Company. Such cars, tickets or slips to accompany cars and be delivered with cars to the Great Northern Railway Company.

(c) *Effective date.* This order shall become effective at 12:01 a.m. November 2, 1964.

(d) *Expiration date.* This order shall expire at 11:59 p.m. November 15, 1964 unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 30, 1964.

[SEAL] INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-11258; Filed, Nov. 3, 1964;
8:48 a.m.]

[Service Order 947; Taylor's Car Distribution
Order 17]

**CHESAPEAKE AND OHIO RAILWAY
CO.**

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127; 29 F.R. 6014, 29 F.R. 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) The Chesapeake and Ohio Railway Company shall deliver to the Chicago and Eastern Illinois Railroad Company a daily average of 25 plain serviceable boxcars inside length less than 44'8".

(b) Cars delivered under this order shall be carded to the Chicago and Eastern Illinois Railroad Company and each car shall be identified by The Chesapeake and Ohio Railway Company as moving under the provisions of this order.

(c) *Effective date.* This order shall become effective at 12:01 a.m., November 2, 1964.

(d) *Expiration date.* This order shall expire at 11:59 p.m., November 15, 1964, unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 30, 1964.

[SEAL] INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-11259; Filed, Nov. 3, 1964;
8:48 a.m.]

[Service Order 947; Taylor's Car
Distribution Order 18]

**NORFOLK AND WESTERN RAILWAY
CO.**

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127; 29 F.R. 6014, 29 F.R. 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) The Norfolk and Western Railway Company shall deliver to the Detroit, Toledo and Ironton Railroad Company a daily average of 10 plain serviceable boxcars inside length less than 44'8".

(b) Cars delivered under this order shall be carded to the Detroit, Toledo and Ironton Railroad Company and each car shall be identified by the Norfolk and Western Railway Company as moving under the provisions of this order.

(c) *Effective date.* This order shall become effective at 12:01 a.m., November 2, 1964.

(d) *Expiration date.* This order shall expire at 11:59 p.m., November 15, 1964, unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 30, 1964.

[SEAL] INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-11260; Filed, Nov. 3, 1964;
8:49 a.m.]

[Service Order 947; Taylor's Car
Distribution Order 19]

READING CO., ET AL.

Shortage of Freight Cars

Pursuant to Section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, 29 F.R. 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) The Reading Company shall deliver to the Western Maryland Railway Company a daily average of 25 plain serviceable boxcars inside length less than 44'8".

(b) Cars received by the Western Maryland Railway Company under this order will be delivered to The Baltimore and Ohio Rail Road Company.

(c) Cars received by The Baltimore and Ohio Rail Road Company under this order shall be delivered to the Gulf, Mobile and Ohio Railroad Company.

It is further ordered, That the Reading Company shall prepare empty car cards, tickets or movement slips for all cars delivered to the Western Maryland Railway Company. Such cards, tickets or slips to accompany cars and be delivered with cars to The Baltimore and Ohio Rail Road Company.

It is further ordered, That cars moving under the provisions of this order and so identified on cards, tickets or slips shall not be intercepted, appropriated or diverted by any carrier named in this order and must be moved promptly to the Gulf, Mobile and Ohio Railroad Company.

(d) *Effective date.* This order shall become effective at 12:01 a.m. November 2, 1964.

(e) *Expiration date.* This order shall expire at 11:59 p.m. November 15, 1964 unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 30, 1964.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-11261; Filed, Nov. 3, 1964;
8:49 a.m.]

[Service Order 947; Taylor's Car Distribution
Order 20]

MISSOURI PACIFIC RAILROAD CO.

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, 29 F.R. 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) The Missouri Pacific Railroad Company shall deliver to the Illinois Central Railroad Company a daily average of 25 plain serviceable boxcars inside length less than 44'8".

(b) Cars delivered under this order shall be carded to the Illinois Central Railroad Company and each car shall be identified by the Missouri Pacific Railroad Company as moving under the provisions of this order.

(c) *Effective date.* This order shall become effective at 12:01 a.m. November 2, 1964.

(d) *Expiration date.* This order shall expire at 11:59 p.m. November 15, 1964 unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as Agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 30, 1964.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-11262; Filed, Nov. 3, 1964;
8:49 a.m.]

[Notice 696]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 30, 1964.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

MOTOR CARRIERS OF PROPERTY

No. MC 117574 (Sub-No. 94) (AMENDMENT), filed April 7, 1964, published FEDERAL REGISTER issue of April 22, 1964, amended September 23, 1964, republished as amended October 7, 1964, and republished this issue. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural equipment and machinery and parts from Tulsa, Okla., and points within 30 miles of Tulsa to points in Pennsylvania, New York, New Jersey, Delaware, Maryland, Virginia, Maine, Massachusetts, Connecticut, New Hampshire, Vermont, North Carolina, West Virginia, Rhode Island, and the District of Columbia.*

NOTE: The purpose of this republication is to add the destination states of West Virginia and Rhode Island. Common control may be involved.

HEARING: December 16, 1964, at the Mayo Hotel, Tulsa, Okla., before Examiner John B. Mealy.

NOTICE OF FILING OF PETITIONS

MOTOR CARRIERS OF PROPERTY

No. MC 94842 (PETITION FOR WAIVER OF RULE 1.101(e) AND PETITION FOR MODIFICATION OF CERTIFICATE NO. MC 94842), (CORRECTION), filed October 5, 1964, published FEDERAL REGISTER issue of October 21, 1964, and republished as corrected this issue. Petitioner: ROBERT CROCKET, INC., 102 Crescent Avenue, Chelsea, Mass. Petitioner's representative: Frank J. Weiner, 182 Forbes Building, Forbes Road, Braintree, Mass.

NOTE: The purpose of this republication is to show that Mr. Frank J. Weiner represents petitioner. Previous publication listed Mr. Weiner as an attorney, in error.

No. MC 123026 (PETITION TO MODIFY PERMIT), filed October 19, 1964. Petitioner: HOWARD KRUEPKE TRUCK SERVICE, INC., Route No. 1, Jackson, Wis. Petitioner holds a permit from this Commission in the above-referred to docket number, which authorizes, in part, the transportation of agricultural lime, from Lisbon, Wis., to

certain designated areas in Illinois, limited to a transportation service to be performed under a continuing contract or contracts with two specifically named shippers, Quality Limestone Products Company, of Lisbon, Wis., and Waukesha Products Corporation, of Lisbon, Wis. Petitioner has now been informed that the businesses of the above-referred to shippers have been purchased by Consumers Company, Division of Vulcan Materials Company, Chicago, Ill. By the instant petition, petitioner requests that its permit be modified so as to authorize transportation services in the transportation of agricultural lime, from Lisbon, Wis., to the designated areas of the State of Illinois under a continuing contract with Consumers Company, Division of Vulcan Materials Company. Any person or persons desiring to participate in this proceeding may do so by filing representations (consisting of an original and 6 copies) for or against such modification within 30 days from the date of this publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 64600 (Sub-No. 26) (AMENDMENT), filed June 10, 1964, published in FEDERAL REGISTER issue of July 1, 1964, amended October 28, 1964, and republished as amended this issue. Applicant: WILSON TRUCKING CORPORATION, Broad Street (Box 340), Waynesboro, Va. Applicant's attorney: Francis W. McNerny, 1000 16th Street NW, Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, (1) between junction Interstate Highway 95 and Virginia Highway 54, near Ashland, Va. and junction Interstate Highway 95 and Virginia Highway 350 (Henry G. Shirley Memorial Highway), north of Woodbridge, Va., over Interstate Highway 95, together with its interchanges connecting with applicant's other authority; (2) between the Virginia-Maryland State line at Woodrow Wilson Bridge, Alexandria, Va., and the Virginia-Maryland State line south of Cabin John, Md., over Interstate Highway 495 (Capitol Beltway), together with its interchanges connecting with applicant's other authority; (3) between Norfolk, Va. and Kiptopeke, Va., from Norfolk over U.S. Highway 13 to junction U.S. Highway 60, thence over U.S. Highway 60 to Virginia Beach, Va., thence over U.S. Highway 13 to junction Chesapeake Bay Bridge Tunnel, thence via Chesapeake Bay Bridge Tunnel to Kiptopeke, and return over the same route; (4) between junction Dulles Airport Road and Interstate Highway 66, near Falls Church, Va. and Centreville, Va., over Interstate Highway 66, together with its interchanges connecting with applicant's other authority.

(5) between Carmel Church, Va. and Leavells, Va., from Carmel Church over Virginia Secondary Highway 658 to junction Virginia Secondary Highway 639, thence over Virginia Secondary Highway 639 to junction Virginia Secondary High-

way 738, thence over Virginia Secondary Highway 738 to junction Virginia Highway 208, thence over Virginia Highway 208 to Leavells, and return over the same route; (6) between junction Virginia Secondary Highways 658 and 639 and junction Virginia Secondary Highway 603 and U.S. Highway 1, from junction Virginia Secondary Highways 658 and 639 over Virginia Secondary Highway 639 to junction Virginia Secondary Highway 603, thence over Virginia Secondary Highway 603 to junction U.S. Highway 1, and return over the same route; (7) between junction Interstate Highway 95 and Virginia Highway 207 and junction Virginia Highway 207 and U.S. Highway 1, over Virginia Highway 207; (8) between junction Virginia Secondary Highways 603 and 604 near Blantons, Va. and junction Virginia Secondary Highways 605 and 738, from junction Virginia Secondary Highways 603 and 604 over Virginia Secondary Highway 604 to junction Virginia Secondary Highway 605, thence over Virginia Secondary Highway 605 to junction Virginia Secondary Highway 738, and return over the same route; (9) between junction Virginia Secondary Highways 604 and 605 and junction Virginia Secondary Highway 605 and U.S. Highway 1, over Virginia Secondary Highway 605; (10) between junction Interstate Highway 95 and Marine Corps Trunk Highway and the Potomac River, over Marine Corps Trunk Highway; and (11) between Virginia-District of Columbia State line and Dulles International Airport, over Dulles Airport Road.

NOTE: The purpose of this republication is to include the above described eleven (11) regular routes in applicant's proposed service in addition to the 197 routes previously published. This is a matter directly related to MC-F 8777, published in FEDERAL REGISTER issue of June 17, 1964.

HEARING: November 16, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner David S. Letts.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8889 (JOE MAGNANO—CONTROL—ALLEN'S TAXI CO., INC.), published in the September 30, 1964, issue of the FEDERAL REGISTER, on page 13503. As noted in the prior publication, this application was set for hearing on a consolidated record with Docket No. MC-126282 (ALLEN'S TAXI CO., INC.). In Docket No. MC-126282, all protests were withdrawn and that application is being handled under Modified Procedure. Docket No. MC-F-8889 will be handled separately. Protests, if any, should be filed in conformity with § 1.240 of the Commission's general rules of practice.

No. 216—9

No. MC-F-8904 (correction) (WOMELDORF, INC. — PURCHASE — GEORGE T. ULRICH (JANICE W. ULRICH, ADMINISTRATRIX), published in the October 21, 1964, issue of the FEDERAL REGISTER on page 14454. The operating rights sought to be transferred should have included: *Empty containers* for malt beverages, from points in Pennsylvania and Ohio to Rochester, N.Y.

No. MC-F-8919. Authority sought for purchase by SANTINI BROS., INC., 1405 Jerome Ave., Bronx, N.Y., of the operating rights of LEROY MAYNARD BOWDEN, JR., 103 East Drew Street, Perry, Fla. Applicants' attorney: John T. Bond, 1955 Northwest 17th Avenue, Miami, Fla., 33125. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between points in that part of Florida between the Suwannee and Apalachicola Rivers, on the one hand, and, on the other, points in Alabama, Georgia, and South Carolina. Vendee is authorized to operate as a *common carrier* in New York, New Jersey, Connecticut, Delaware, Massachusetts, Florida, Rhode Island, Pennsylvania, Virginia, West Virginia, Georgia, Illinois, Michigan, North Carolina, Tennessee, Indiana, Kentucky, Ohio, Wisconsin, Minnesota, Missouri, Maryland, Maine, New Hampshire, Vermont, South Carolina, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8920. Authority sought for merger into WORSTER MOTOR LINES, INC., East Main Road, Rural Delivery No. 1, North East, Pa., of the operating rights and property of McKAY AND MacLEOD, INC., 7 East Race Street, Salamanca, N.Y., and for acquisition by DAVID B. WORSTER, West Lake Road, Rural Delivery No. 1, North East, Pa., of control of such rights and property through the transaction. Applicants' attorney: William W. Knox, 23 West 10th Street, Erie, Pa. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Jamestown, N.Y., and New York, N.Y., between junction New York Highways 17 and 16 near Portville, N.Y., and New York, N.Y., serving certain intermediate and off-route points, two alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between New York, N.Y., on the one hand, and, on the other, points in Bergen, Passaic, Hudson, and Essex Counties, N.J., RESTRICTION: The transportation of lumber, as authorized immediately above, is restricted against service between New York, N.Y., on the one hand, and, on the other, Passaic, N.J., and points within 15 miles of Passaic; between Salamanca, N.Y., on the one hand, and, on the other, points in New York, within 25 miles of Salamanca; *roofing material*, between Passaic, N.J., and points within 15 miles of Passaic, on the one hand, and, on the other, points in New Jersey and New York. WORSTER MOTOR LINES, INC.,

is authorized to operate as a *common carrier* in Pennsylvania, New York, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, West Virginia, Indiana, Illinois, Michigan, Ohio, New Hampshire, Vermont, Maine, Minnesota, Virginia, South Carolina, Alabama, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

NOTE: DAVID B. WORSTER, VINCENT R. WORSTER and LAURA H. BEMENT, control McKAY AND MacLEOD CORP., and F. D. McKAY, INC., pursuant to authority granted October 11, 1960, in No. MC-F-7001; McKAY AND MacLEOD CORP., was merged into F. D. McKAY, INC., and the corporate name was changed to McKAY AND MacLEOD, INC., pursuant to authority granted July 24, 1962, in No. MC-F-8114.

No. MC-F-8921. Authority sought for purchase by H. S. ANDERSON TRUCKING COMPANY, Port Arthur Highway-U.S. Nos. 69, 96, 287 (Post Office Box 29), Port Arthur, Tex., of a portion of the operating rights of W. M. DEWEY & SON, INC., 1101 McCarty Street, Houston, Tex., 77029, and for acquisition by H. S. ANDERSON, 3733 Platt Street, Port Arthur, Tex., of control of such rights through the purchase. Applicants' attorney: John H. Benckenstein, Post Office Box 551, Beaumont, Tex., 77704. Operating rights sought to be transferred: *Heavy or cumbersome commodities* other than those used in, or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products, and, those used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, including the stringing and picking up thereof, which, because of size or weight, require the use of special equipment, as a *common carrier* over irregular routes, between points in Texas within 125 miles of Houston, Tex. Vendee is authorized to operate as a *common carrier* in Louisiana and Texas. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8922. Authority sought for purchase by MERCHANTS FAST MOTOR LINES, INC., East U.S. Highway 80 (Post Office Drawer 270), Abilene, Tex., of a portion of the operating rights of LEE WAY MOTOR FREIGHT, INC., 3000 West Reno Street, Oklahoma City, Okla. Applicants' attorneys: Sidney P. Upsher, 3000 West Reno Street, Oklahoma City, Okla., and Reagan Sayers, Century Life Building, Fort Worth, Tex. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods, and commodities in bulk, as a *common carrier*, over regular routes, between Amarillo, Tex., and Borger, Tex., as an alternate route for operating convenience only, serving no intermediate points; *general commodities*, except fresh fish, bulk liquids, and the commodities requiring specialized equipment and handling, from Panhandle to Borger, over Texas Highway 15. Vendee is authorized to operate as a *common carrier* in the State of Texas. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8923. Authority sought for purchase by TRANSCON LINES, 1206 South Maple Avenue, Los Angeles 15, Calif., of the operating rights and property of (1) INDIANAPOLIS-KANSAS CITY MOTOR EXPRESS CO., 3537 Broadway, Kansas City 11, Mo., and (2) Decatur Seaway Motor Express, Inc., 3537 Broadway, Kansas City 11, Mo. Applicants' attorneys: Lee Reeder and W. E. Griffin, 1221 Baltimore Avenue, Kansas City 5, Mo., and Harry Morris, City National Bank Building, Kansas City 6, Mo. Operating rights sought to be transferred: (1) (INDIANAPOLIS-KANSAS CITY MOTOR EXPRESS CO.) *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Indianapolis, Ind., and Richmond, Va., serving no intermediate points; *general commodities*, except dangerous explosives, livestock, grain, petroleum products, in bulk, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, and commodities requiring special equipment, between Springfield, Ill., and Indianapolis, Ind., serving all intermediate points, and certain off-route points, **RESTRICTION**: Said carrier shall render no service between any two points, both of which are located in Illinois, or Indiana, as part of its operation over the route between Springfield, Ill., and Indianapolis, Ind.; between Kansas City, Mo., and Indianapolis, Ind., serving certain intermediate and off-route points, an alternate route for operating convenience only; (2) (DECATUR SEAWAY MOTOR EXPRESS, INC.) *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between specified points in Missouri, Indiana, and Ohio, serving various intermediate and off-route points with restrictions, between Lafayette, Ind., and junction Illinois Highway 1 and unnumbered highway, serving all intermediate points, and the off-route point of West Lebanon, Ind., **RESTRICTION**: Service is not authorized to or from Lafayette, except on traffic moving from or to points west thereof, over Indiana Highways 25 and 28, and Illinois Highway 119.

Between Indianapolis, Ind., and Cincinnati, Ohio, serving all intermediate points, and certain off-route points with restriction, between Chicago, Ill., and Toledo, Ohio, serving the intermediate point of South Bend, Ind., and certain off-route points with restriction, between Cleveland, Ohio, and Indianapolis, Ind., serving all intermediate points, and certain off-route points with restrictions, between Cleveland, Ohio, and Indianapolis, Ind., serving all intermediate and certain off-route points, two alternate routes for operating convenience only; *general commodities*, except livestock, Class A and B explosives, inflammables, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment, between specified points in Illinois, Indiana, and Ohio, serving various intermediate and off-route points with restrictions, between Chicago, Ill., and St. Louis, Mo.,

serving all intermediate points, between Chicago, Ill., and Terre Haute, Ind., serving all intermediate points, unrestricted, and all off-route points within five miles of Danville, Ill., with restriction, between Chicago, Ill., and Indianapolis, Ind., serving all intermediate points, except those between Hammond, and Indianapolis, Ind., between Chicago, Ill., and Gary, Ind., serving all intermediate points, between Canton, Ill., and St. Louis, Mo., serving all intermediate and certain off-route points, between St. Louis, Mo., and Indianapolis, Ind., serving all intermediate and certain off-route points, between Gary, Ind., and Joliet, Ill., between Quincy, Ill., and Rockville, Ind., serving all intermediate points, between Danville, Ill., and Indianapolis, Ind., serving all intermediate points, unrestricted, and certain off-route points with restriction, between Chicago, Ill., and junction U.S. Highways 41 and 6 and Indiana Highway 152, serving all intermediate points on the Calumet-Tri-State Expressway, and serving the junction of U.S. Highways 41 and 6 and Indiana Highway 152 for joinder purposes only, between Danville, Ill., and junction Indiana Highways 32 and 63, at Perryville, Ind., serving intermediate and off-route points within five miles of Danville, Ill., with restriction, between Indianapolis, Ind., and Cincinnati, Ohio, between Cincinnati, Ohio, and Richmond, Ind., serving no intermediate points but serving the off-route point of the site of the Feeds Materials Production Center of the United States Atomic Energy Commission near Fernald, Ohio, numerous alternate routes for operating convenience only.

General commodities, including Class A and B explosives, between Terre Haute, Ind., and Prairie Creek or the Vigo Ordnance Depot, Ind., serving no intermediate points; *iron and steel articles*, as described in Groups II and III of Appendix V, to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, over irregular routes, from Aurora, Ind., to points in Indiana, **RESTRICTION**: Service under the above-described irregular route authority is restricted to shipments having an immediately prior movement by water carrier. Vendee is authorized to operate as a *common carrier* in Missouri, Illinois, Kansas, Indiana, Oklahoma, New Mexico, California, Texas, Arizona, Tennessee, Alabama, Georgia, and Mississippi. Application has not been filed for temporary authority under section 210a(b).

NOTE: Docket No. F.D. 23357 was filed simultaneously.

No. MC-F-8924. Authority sought (A) for control by LEASEWAY TRANSPORTATION CORP., 21111 Chagrin Boulevard, Cleveland 22, Ohio, of REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill., 60604, and for acquisition by H. M. O'NEILL, F. J. O'NEILL, and W. J. O'NEILL, all of Cleveland 22, Ohio, of control of REFINERS TRANSPORT & TERMINAL CORPORATION, through the acquisition by LEASEWAY TRANSPORTATION CORP.; and (B) for purchase by REFINERS TRANSPORT & TERMINAL

CORPORATION, of a portion of the operating rights of MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio. The authority sought in (B) is contingent upon the grant of approval in (A) above. Applicants' attorneys: Roland Rice, 618 Perpetual Building, 1111 E Street NW, Washington 4, D.C., and Ewald E. Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Operating rights sought to be (A) controlled and (B) transferred: (A) (REFINERS TRANSPORT & TERMINAL CORPORATION) Numerous specified commodities, in bulk, in tank vehicles as a *common carrier*, over irregular routes, from and to specified points in all States in the United States (except Alaska and Hawaii), and the District of Columbia, with certain restrictions, as more specifically described in Docket No. MC-50069 and Sub-Numbers thereunder; The foregoing summary does not purport to be a complete description of all the operating rights of the carrier involved, and is believed to be sufficient for purposes of public notice regarding the nature and extent of this carrier's operating rights, without stating, in full, the entirety thereof.

(B) (MITCHELL TRANSPORT, INC.) *Petroleum products*, in bulk, in tank vehicles, as a *common carrier*, over irregular routes, from Canton, Findlay, and Toledo, Ohio, to points in the Lower Peninsula of Michigan, from Canton, Ohio, to points in Indiana, **RESTRICTION**: The authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of Section 210 of the Act. (A) LEASEWAY TRANSPORTATION CORP., holds no authority from this Commission. However, it controls the following carriers: (1) ANCHOR MOTOR FREIGHT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio, which is authorized to operate as a *contract carrier* in all States in the United States (except Alaska and Hawaii), and the District of Columbia; (2) GREEN BAG TRANSPORT, INC., care of Pittsburgh Coke and Chemical Company, Neville Island, Pittsburgh 25, Pa., which is authorized to operate as a *contract carrier* in Pennsylvania, Maryland, West Virginia, and Ohio; (3) MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio, which is authorized to operate as a *common carrier* in Indiana, Ohio, Kentucky, Illinois, Maryland, Pennsylvania, Rhode Island, Connecticut, Massachusetts, New York, Maine, New Hampshire, Vermont, New Jersey, Alabama, Florida, Georgia, Mississippi, Tennessee, Kansas, Arkansas, Missouri, Oklahoma, Iowa, Minnesota, North Dakota, South Dakota, Wisconsin, Delaware, Virginia, North Carolina, West Virginia, South Carolina, Michigan, and the District of Columbia; (4) POOL TRUCK, INC., 365 Victor, Highland Park, Mich., which is authorized to operate as a *contract carrier* in Michigan, Ohio, Indiana, New York, Pennsylvania, and West Virginia; (5) QUICK DELIVER-

IES, INC., 110 Olean Street, Rochester, N.Y., which is authorized to operate as a contract carrier in New York, Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, Pennsylvania, Rhode Island, and Vermont; (6) SIGNAL DELIVERY SERVICE, INC., 5321 West Madison Street, Chicago 44, Ill., which is authorized to operate as a contract carrier in Illinois, Indiana, and Michigan; and (7) SUGAR TRANSPORT, INC., Post Office Box 4063, Port Wentworth, Ga., which is authorized to operate as a contract carrier in Georgia, Tennessee, Florida, North Carolina, South Carolina, Virginia, Kentucky, West Virginia, and Alabama. Application has not been filed for temporary authority under section 210a(b).

NOTE: A petition by LEASEWAY TRANSPORTATION CORP., has been filed simultaneously, seeking relief from the provisions of sections 20(1) through (10) inclusive, 20a(2) through (11) inclusive, 204(a) (1), 204(a) (2), 214 and 220 of the Interstate Commerce Act.

No. MC-F-8926. Authority sought for purchase by JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind., of a portion of the operating rights of THE BILLY BAKER COMPANY, 1301 Elm Street, Toledo, Ohio, and for acquisition by JOHN S. GRAY, JR., also of Hammond, Ind., of control of such rights through the purchase. Applicants' attorneys: Axelrod, Goodman & Steiner, 39 South La Salle St., Chicago, Ill., 60603. Operating rights sought to be transferred: *Commodities in bulk* (not including liquids), in tank vehicles, as a common carrier over irregular routes, between points in Lenawee, Monroe, Hillsdale, Jackson, Washtenaw, and Wayne Counties, Mich.; Lucas, Wood, Fulton, Ottawa, Sandusky, Erie, Henry, Williams, and Defiance Counties, Ohio, and Steuben, DeKalb, and Allen Counties, Ind.; *cement*, from points in Erie and Lucas Counties, Ohio, to points in Lenawee, Monroe, Hillsdale, Jackson, and Washtenaw Counties, Mich.; *sand, gravel, stone, cinders, slag, coated aggregates, dirt, and such similar commodities* as are susceptible of being unloaded by dumping, in dump trucks, between points in Lenawee, Monroe, Hillsdale, Jackson, and Washtenaw Counties, Mich., on the one hand, and, on the other, points in Lucas, Wood, Fulton, Ottawa, and Sandusky Counties, Ohio; *sand, gravel, stone, cinders, slag, coated aggregates, and dirt*, in dump trucks, between points in Erie County, Ohio, on the one hand, and, on the other, points in Lenawee, Monroe, Hillsdale, Jackson, and Washtenaw Counties, Mich.; *sand, gravel, stone, cinders, slag, coated aggregates, dirt, and*

cement, in dump trucks, between points in Lenawee, Monroe, Hillsdale, Jackson, Washtenaw, and Wayne Counties, Mich.; points in Lucas, Wood, Fulton, Ottawa, Sandusky, Erie, Henry, Williams, and Defiance Counties, Ohio, and points in Steuben, DeKalb, and Allen Counties, Ind.; and *loose pig iron*, in dump vehicles, from points in Lucas County, Ohio, to points in Indiana and Michigan, with exceptions. The application also proposes to purchase authority sought in pending Docket Nos. MC-30727 Sub 20 and Sub 21. Vendee is authorized to operate as a common carrier in Indiana, Illinois, Iowa, Michigan, Minnesota, Missouri, Ohio, Wisconsin, Pennsylvania, West Virginia and Kentucky. Application has not been filed for temporary authority under section 210a(b).

MOTOR CARRIERS OF PASSENGERS

No. MC-F-8925. Authority sought (A) for purchase by GEORGE H. KUSS, doing business as VALLEY TRANSPORTATION CO., Hogsback Road, Oxford, Conn., of a portion of the operating rights of THE INTERCITY COACH COMPANY, 23 South Street, Danbury, Conn.; (B) for purchase by THE CHIEPPO COMPANY, INC., 192 Forbes Avenue, New Haven, Conn., of the remaining portion of the operating rights of THE INTERCITY COACH COMPANY, and for acquisition by THOMAS N. CHIEPPO, individually, and as Executor of the Estate of MARY H. CHIEPPO, also of New Haven, Conn., of control of such rights through the purchase; and (C) for purchase by THE CHIEPPO COMPANY, INC., of the entire operating rights of THE DANBURY BUS CORPORATION, 23 South Street, Danbury, Conn., and for acquisition by THOMAS N. CHIEPPO, individually, and as Executor of the Estate of MARY H. CHIEPPO, of control of such rights through the purchase. Applicants' attorney: Hugh M. Joseloff, 410 Asylum Street, Hartford 3, Conn. Operating rights sought to be transferred: (A) (THE INTERCITY COACH COMPANY) Passengers and their baggage, and express and mail, and newspapers in the same vehicle with passengers, as a common carrier, over a regular route, between Waterbury, Conn., and Bridgeport, Conn., serving all intermediate points; (B) (THE INTERCITY COACH COMPANY) Passengers and their baggage, and express, mail, and newspapers, in the same vehicle with passengers, as a common carrier, over a regular route, between Danbury, Conn., and Bridgeport, Conn., serving all intermediate points.

(C) (THE DANBURY BUS CORPORATION) Passengers and their baggage,

as a common carrier, over regular routes, between Danbury, Conn., and Brewster, N.Y., serving all intermediate points; passengers and their baggage, and express, mail, and newspapers in the same vehicle with passengers, between New Milford over U.S. Highway 7 via Danbury, Conn., to junction Connecticut Highway 35, and thence over Connecticut Highway 35 to Ridgefield, serving all intermediate points and the off-route point of Brookfield Center, Conn.; and passengers and their baggage, and express, mail, and newspapers in the same vehicle with passengers, and baggage of passengers in a separate vehicle, between Danbury, Conn., and South Norwalk, Conn., between Branchville, Conn., and Ridgefield, Conn., serving all intermediate points. GEORGE H. KUSS, doing business as VALLEY TRANSPORTATION CO., is authorized to operate as a common carrier in Connecticut, and New York. THE CHIEPPO COMPANY, INC., is authorized to operate as a common carrier in Connecticut, Massachusetts, Rhode Island, New York, New Jersey, Maine, New Hampshire, Vermont, Pennsylvania, Delaware, Maryland, and the District of Columbia. Application has been filed for temporary authority under Section 210a(b).

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-11252; Filed, Nov. 3, 1964;
8:48 a.m.]

JOHN V. LAWRENCE

Statement of Changes in Financial Interests

Pursuant to subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Certain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Division of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 8958, 27 F.R. 3829, 27 F.R. 9545, 28 F.R. 4117, 28 F.R. 10468, 29 F.R. 5579) during the six months' period ended September 14, 1964.

No change.

Dated: September 14, 1964.

JOHN V. LAWRENCE.

[F.R. Doc. 64-11157; Filed, Nov. 2, 1964;
8:46 a.m.]

CUMULATIVE CODIFICATION GUIDE—NOVEMBER

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during November.

3 CFR	Page	14 CFR—Continued	Page	32 CFR—Continued	Page
PROCLAMATION:		105 [New].....	14919	901.....	14880
3298.....	14913	241.....	14875		
3626.....	14913	507.....	14920		
7 CFR		PROPOSED RULES:		32A CFR	
401.....	14873	71 [New] 14933, 14934, 14936, 14937		OEP (Ch. I):	
905.....	14915	75 [New].....	14938	DMO IV-2.....	14883
947.....	14915				
1427.....	14874	16 CFR		36 CFR	
PROPOSED RULES:		13.....	14876	PROPOSED RULES:	
1005.....	14933			6.....	14888
1101.....	14933	19 CFR		39 CFR	
9 CFR		8.....	14921	112.....	14928
201.....	14874	20 CFR		168.....	14928
12 CFR		25.....	14921		
211.....	14874	26 CFR		41 CFR	
14 CFR		1.....	14877, 14879, 14921	5-60.....	14928
40.....	14874	PROPOSED RULES:		47 CFR	
41.....	14874	1.....	14884, 14887	87.....	14883
42.....	14874			89.....	14931
61 [New].....	14915	32 CFR		PROPOSED RULES:	
71 [New].....	14917-14919	850.....	14879	73.....	14889, 14938
73 [New].....	14919	885.....	14879	50 CFR	
				32.....	14931

FEDERAL REGISTER

Area Code 202

Phone 963-3261

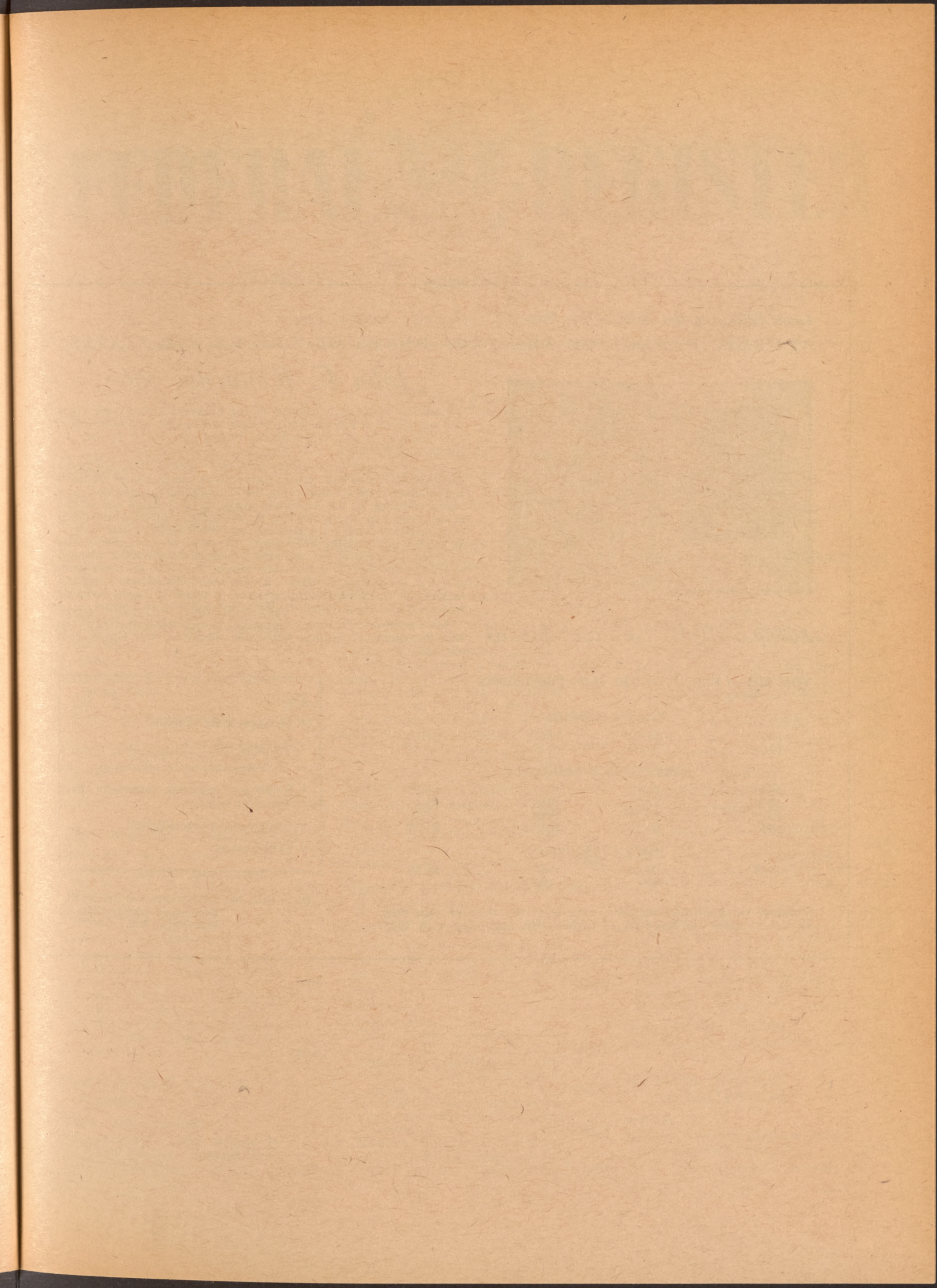
Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

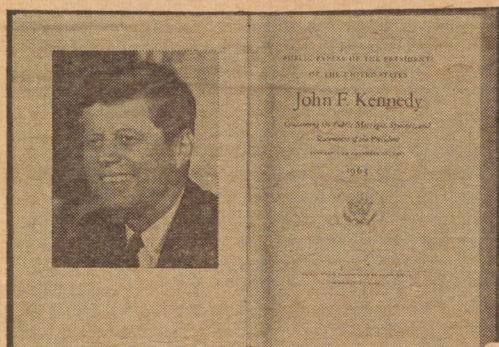
r
l
e
-
t
n
y
-
of
s.



Latest Edition in the series of . . .

PUBLIC PAPERS OF THE PRESIDENTS OF THE UNITED STATES

John F. Kennedy, 1963



1007 Pages Price: \$9.00

Contains verbatim transcripts of the President's news conferences and speeches and full texts of messages to Congress and other materials released by the White House during the period January 1–November 22, 1963.

Among the 478 items in the book are: special messages to the Congress on education, youth conservation, needs of the Nation's senior citizens, and on improving the Nation's health; radio and television addresses to the American people on civil rights and on the nuclear test ban treaty and the tax reduction bill; joint statements with leaders of foreign governments; and the President's final remarks at the breakfast of the Fort Worth Chamber of Commerce. Also included is the text of two addresses which the President had planned to deliver on the day of his assassination; President Johnson's proclamation designating November 25 a national day of mourning; and remarks at the White House ceremony in which President Kennedy was posthumously awarded the Presidential Medal of Freedom.

A valuable reference source for scholars, reporters of current affairs and the events of history, historians, librarians, and Government officials.

VOLUMES of PUBLIC PAPERS of the PRESIDENTS currently available:

HARRY S. TRUMAN

1945-----	\$5.50	1947-----	\$5.25
1946-----	\$6.00	1948-----	\$9.75

DWIGHT D. EISENHOWER:

1953-----	\$6.75	1957-----	\$6.75
1954-----	\$7.25	1958-----	\$8.25
1955-----	\$6.75	1959-----	\$7.00
1956-----	\$7.25	1960–61-----	\$7.75

JOHN F. KENNEDY:

1961-----	\$9.00	1962-----	\$9.00
1963-----	\$9.00		

Volumes are published annually, soon after the close of each year. Earlier volumes are being issued periodically, beginning with 1945.

Contents:

- Messages to the Congress
- Public speeches
- The President's news conferences
- Radio and television reports to the American people
- Remarks to informal groups
- Public letters

Order from the: Superintendent of Documents
Government Printing Office
Washington, D.C. 20402